

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**



AIR FORCE INSTRUCTION 21-101

**COMBAT AIR FORCES
Supplement**

MOUNTAINHOMEAFB

Supplement

10 OCTOBER 2012

Maintenance

**AIRCRAFT AND EQUIPMENT
MAINTENANCE MANAGEMENT**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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AFI 21-101, 26 July 2010 with IC 1, 16 August 2011, and Air Combat Command, United States Air Forces Europe and Pacific Air Forces Supplement, 28 December 2010, is supplemented as follows. This publication supplements the basic Air Force directive for aircraft and equipment maintenance management. This supplement pertains to any Mountain Home AFB (MHAFB) unit and/or personnel (to include tenant/visiting units and/or personnel assigned to MHAFB) that are performing aircraft-related maintenance. This supplement also pertains to Air National Guard and Air Force Reserve Command units performing aircraft-related maintenance on MHAFB. It provides the minimum essential guidance and procedures for safety and effectively maintaining, servicing, and repairing aircraft and support equipment at the base level. Waivers may be requested and approved only through the 366th Maintenance Group Commander (366 MXG/CC) or Director of Operations (DO). Ensure that all records (e.g., AF Forms 1067, 2434 and 269; AFTO Form 781A and 781-series forms; DD Form 2026; Inventory; security clearance documentation, etc.) created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>. Contact supporting records managers as required. Refer recommended changes and questions about this publication to the OPR using

AF Form 847, *Recommendation for Change of Publication*, route AF Forms 847 from the field through the appropriate functional's chain of command. See [Attachment 1](#) for a Glossary of References and Supporting Information.

SUMMARY OF CHANGES

This document has been substantially revised to supplement AFI 21-101 and the CAF supplement, and must be completely reviewed. It has been revised in an effort to be more directive in nature providing the user a clearer picture of responsibilities. Paragraph numbers have been updated to mirror the most current AFI 21-101. The following paragraphs have been added: [1.18.3 \(Added\)](#), [2.9 \(Added\)](#) and [3.4.1.43 \(Added\)](#). Addition includes AMU responsibilities for external fuel tank, CFT off equipment processes as identified in paragraphs [3.4.1.77.1 \(Added\)](#) through [3.4.1.77.3](#). Paragraphs [3.9.13 \(Added\)](#) through [3.9.13.2 \(Added\)](#) added AFTO Forms 244 for equipment may be maintained in separate file when equipment size or use makes it hazardous or impractical. Owning workcenter is responsible for ensuring any AFTO Form 244 maintained separately is made available for review/documenting. Personnel taking possession of equipment items where the AFTO Form 244 is maintained separately from the equipment, will ensure they perform a review of the equipment forms for accuracy and currency, and document all applicable inspections prior to removing the equipment from the work center. Listed radio call signs in [Table 6.1 \(Added\)](#). Paragraphs [7.1.1.1 \(Added\)](#) through [7.1.12 \(Added\)](#) identified PS&D requirements added for AFTO Forms 95, aircraft jacket files. Management of the Wing's SI, TCI, TCTO, Aircraft Configuration Management (ACM) programs, aircraft documents review and MSAT updates. PS&D will update CGB and JFS times from the AFTO Form 781J in IMDS after the document review process identified in paragraph [7.2.1.3.3 \(Added\)](#). Paragraphs [7.2.7.1.3 \(Added\)](#) through [7.2.11.1.5 \(Added\)](#) clarifies and updates the PS&D processes. Added OCF and FCF procedures in paragraphs [8.16.1.1 \(Added\)](#) through [8.16.2.1.13 \(Added\)](#). Removed spare bulbs in flashlights and "C" clips from headsets in paragraphs [10.3.6.3 \(Added\)](#), [10.3.9 \(Added\)](#), and [10.3.10 \(Added\)](#). Identified maintenance supply procedures to include AMU/Backsop in paragraphs [11.2.1 \(Added\)](#) through [11.3.2.9](#). Each AMU will provide personnel to safely perform arm/dearm EOR procedures as required by MDS technical orders and all EOR personnel work directly for EOR supervisor, in the event the EOR supervisor has an appointment, leave etc., the AMUs will rotate supplying the position as identified in paragraphs [14.13.6.3 \(Added\)](#) and [14.13.6.4 \(Added\)](#). Added Decertification/Lack of proficiency procedures in paragraphs [14.15.15.6](#) and [14.15.15.6.1 \(Added\)](#). ASIP manager/monitor responsibilities [14.6.3.1.1.1](#) , [14.6.3.1.2.](#), [14.6.3.1.3.1.](#) through [14.6.3.1.3.5 \(Added\)](#). Keep intake covers installed, except when access to inlets/adjoining areas are required as identified in paragraph [14.19.2.3 \(Added\)](#). Paragraph [14.19.2.22.5.3 \(Added\)](#) annotates if FO is identified by NDI, a qualified 7-level maintenance technician on the SCR will determine if FO is allowable IAW applicable TO. Each AMU will appoint a qualified avionics technician as AMU Mode IV Program monitor IAW paragraph [14.37.1.5 \(Added\)](#). Paragraphs [14.44.1 \(Added\)](#) through [14.44.5 \(Added\)](#) include: AMU will coordinate all engine courtesy runs with propulsion flight. The AMU is responsible for all maintenance actions and provide an engine specialist. JEIM section will provide the engine work folder and transfer in and out of test cell gear. All flightline troubleshooting and impoundments (if applicable), documentation will follow engine to be placed in engine work folder. Once completed, QA will be contacted to perform an Engine Final (Minor) QVI (Flight Control Maintenance/Diagnostic Program added to

all assigned F-15 aircraft. This program applies to impounded aircraft for flight control problems at which time a flight control diagnostic team (FCDT) will be created IAW paragraphs **14.45 (Added)-14.45.5.7 (Added)**. Paragraphs **16.2.1 (Added)-16.2.1.1 (Added)** identifies the following hangars 198, 200, 201, 204, 205, 208, 211, 1329, 1331, 1333 and 1335 (Egress Section) as approved locations for ejection seat maintenance, removals and installations.

1.11. Modification Management. Submit aircraft or equipment modification proposals for review to 366 MXG/MXQP (Quality Assurance (QA) Product Improvement Management) TCTO manager on an AF Form 1067 IAW AFI 21-101 and AFI 63-131.

1.18.3. Remove CATM-120 wings and fins on training sorties.

2.9. Flightline Driving. No driving through shelters except for emergency response, towing of jets/age equipment into parking spot, and for munitions loading. No movement shall be made in between adjoining parking spots.

3.4.1.43. Comply with engine Pacer Century Program MOA between HQ ACC, AFMC, and Pratt & Whitney as applicable. Copies of the Pacer Century Program MOA are kept in 366 CMS Propulsion Flight, and the 366 AMXS (391 AMU).

3.4.1.77. Each AMU will assign local serial numbers for all external fuel tanks.

3.4.1.77.1. (Added) Each AMU will generate an IMDS off-equipment work order for each external fuel tank and CFT delivered to 366 CMS, Aircraft Fuel Systems (366 CMS/MXMCF) section for maintenance, inspection, etc.. Process tanks through 366 CMS/MXMCF for acceptance. Completely drain and tag all external fuel tanks and CFTs with an AFTO Form 350, indicating appropriate discrepancy or condition. Provide an IMDS snapshot to 366 CMS/MXMCF.

3.4.1.77.2. (Added) 366 CMS/MXMCF will provide an area for temporary storage of no more than six external fuel tanks awaiting parts or repair outside hangar 200. Store external fuel tanks on concrete stanchions, and properly secure, tag and cap/cover.

3.4.1.77.3. (Added) Each USAF AMU should deliver one each CFT to the 366th Equipment Maintenance Squadron, Aircraft Armament Section (366 EMS/MXMR) and one each CFT to the 366th Component Maintenance Squadron, Aircraft Fuel System (366 CMS/MXMCF) for confidence checks during the time in which an aircraft from that respective AMU is in Phase. Configure each CFT (Conformal Fuel Tank) with all AME (Aircraft Missile Equipment) installed. Upon completion of confidence checks these CFTs shall be mated to the aircraft leaving Phase for at least its first five attempted sorties if feasible.

3.9.13. The AFTO Form 244 for support equipment may be maintained in a separate file when the equipment size or use makes it hazardous or impractical for the forms to accompany the equipment. In such cases, the forms will be grouped together by type of equipment and maintained in a file of binder in the owning work center. For support equipment with cases, closeable lids or compartments where the AFTO Form 244 can be reasonably protected against loss or damage from maintenance activities and/or weather conditions, the AFTO 244 will be maintained with the equipment item.

3.9.13.1. **(Added)** The owning work center is responsible for ensuring any AFTO Form 244 maintained separately from its equipment item is made available for review/documenting at the time of equipment issue.

3.9.13.2. **(Added)** Personnel taking possession of equipment items where the AFTO Form 244 is maintained separately from the equipment will ensure they perform a review of the equipment forms for accuracy and currency, and document all applicable inspections prior to removing the equipment from the work center.

3.10.19. A discrepancy which CND will be cleared in the AFTO Form 781A by a technician authorized to clear Red X conditions for the affected system by entering the letters "CND" in the corrective action block. In addition, record all actions taken that led to the CND condition, including TO reference. The technician will then clear the discrepancy by signing the "INSPECTED BY" block and initial the symbol. AMU supervision will review all CND discrepancies.

3.10.19.1. **(Added)** A technician authorized to clear Red X conditions will clear a repeat/recur discrepancy in the AFTO Form 781A by for the affected system by entering the corrective action in the corrective action block. In addition, record all actions taken that led to the repeat/recur condition, including TO reference. The technician will then clear the discrepancy by signing the "INSPECTED BY" block and initial the symbol. AMU supervision will review all repeat/recur discrepancies.

3.11.12. Notify QA when chafing is identified on wires, harness and metal lines/hydraulic tubing.

4.4.3. Upon return from depot, AMU supervision will contact a qualified QA W&B technician to complete re-class Chart A inspection prior to first flight. This inspection will consist of parts inventory of items removed for depot and items installed after depot return.

4.6.10. Ensure aircraft oil servicing carts have oil analysis samples taken weekly. Samples are due to the NDI lab every Tuesday by 1200. Collect samples IAW Technical Order (TO) 33-1-37-1, and accompanied by a DD Form 2026, *Oil Analysis Request*, with the following information: cart identification number, date, time sample taken, name and employee number. In addition, notification to the NDI lab is required for oil carts leaving and returning to home station.

4.7.6.1. Debriefing personnel will identify repeat/recurring discrepancies by entering in red "REPEAT/RECUR" in the appropriate discrepancy block of the AFTO Form 781A.

4.8.1.18. **(Added)** During the 30-day document review, IMIS will be reviewed by the crew chief to ensure aircraft configuration is accurate using Eagle Modification Action Plan (EMAP). This process will be accomplished at the AMU Debrief Section.

4.9.6.2. Download after each flight when 30 cycles/20 hours or below remain to time change.

4.9.6.2.1. **(Added)** Perform documentary data change after engine installation (prior to operation).

4.9.6.2.2. **(Added)** After installation of serially controlled part.

4.10.1.6. Schedule aircraft for Weapon Load Training (WLT) at the WLT facility NLT 30 minutes prior to training start time. The below table outlines aircraft load training configuration

requirements by MDS (coordinate exceptions with WS). Owning AMU must coordinate with Weapons Standardization (WS) before performing maintenance on aircraft in-use as load trainers, or before removing an aircraft from the WLT facility. AMUs may swap out aircraft on a noninterference basis with scheduled training.

Table 4.4. (Added) Weapons Load Training (WLT) Aircraft Configuration.

Requirement	F-15SG	F-15E
Aircraft Forms	X	X
Fully Operational Weapons System	X	X
Electrical Power	X	X
Cooling Air	X	X
Seats Installed	X	X
Boarding Ladder	X	X
Less than full load of Fuel	X	X
Operational Standby Radar Power	X	X
Pylons with Bomb Rack Unit-47 and LAU-128 Launcher on Sta 2 and 8	X	X
Pylons with Bomb Rack Unit-47 and Sta 5 if requested	X	N/A
LAU-106 Launcher with Eagle Claw Adapter Available for Sta 4 and 6	X	X
Remaining Conformal Fuel Tank Stations Configured with BRU-46/47 Racks	X	X
Install Wing Tank on Sta 2 or 8 if requested	X	X
Install 1760 Trays for Joint Direct Attack Munition/Wind Corrected Munitions Dispenser loading	A/R - It is an option for RSAF to fly either way	X

4.10.1.12. Ensure Aircraft Missile Equipment (AME) scheduled for periodic inspection is delivered to supporting CAST by close of business the duty day prior to inspection, but not earlier than 5 duty days. Do not schedule equipment more than 60 days before due date without prior coordination with 366 EMS/MXMR (Armament Flight) supervision.

4.10.1.13. Provide 366 EMS/MXMR a listing of serial numbers of deploying/returning AME/NIE prior to and after deployments.

4.10.1.13.1. **(Added)** Perform inventory of NIE. Conduct inventory as required (at least annually) and forward results to 366 EMS/MXMR.

4.10.1.13.2. **(Added)** Ensure aircraft going to PDM have required AME removed prior to departure, unless a transfer agreement dictates otherwise. If aircraft are to be transferred with AME and NIE, accomplish an AF Form 2692, *Aircraft/Missile Equipment Transfer/Shipping Listing*, listing AME and NIE departing with aircraft. Ensure an AFTO Form 95 accompanies departing aircraft.

4.10.5.4.1. Include munitions removed and retained by EOD on an AF Form 2434 for reconciliation purposes.

4.10.5.4.2. Forward a completed copy of AF Form 2434 to 366 EMS/MXMR at the end of each flying day.

5.2.8. 366 CMS/MXMV (Avionics Flight Chief) has primary oversight/management responsibilities for the bad actor program to ensure viability and continuity. Implement the program and administer IAW MHAFFBI 21-167, *Avionics Line Replacement Unit (LRU) Bad Actor, Can Not Duplicate (CND), and Repeat/Recur Program*.

5.5.4.1.9. **(Added)** F-15 E/SG externally-mounted fuel systems components that can be worked in any facility, parking ramp or open area approved for other types of aircraft repair:

5.5.4.1.9.1. **(Added)** Aerial Refuel Pressure Switch.

5.5.4.1.9.2. **(Added)** Aerial Refuel Receptacle.

5.5.4.1.9.3. **(Added)** Fuel Boost Pump, Left and Right.

5.5.4.1.9.4. **(Added)** Fuel Boost Pump Pressure Switch.

5.5.4.1.9.5. **(Added)** Refuel/Defuel Receptacle.

5.5.4.1.9.6. **(Added)** Fuel Drain Valves (all tanks).

5.5.4.1.9.7. **(Added)** Fuel Dump Shutoff Valve Actuator.

5.5.4.1.9.8. **(Added)** Fuel Flow Transmitter, Left/Right.

5.5.4.1.9.9. **(Added)** Engine Fuel Shutoff Valve Actuator, Left/Right.

5.5.4.1.9.10. **(Added)** Engine Fuel Temperature Sensor Switch, Left/Right.

5.5.4.1.9.11. **(Added)** Engine Hot Fuel Recirculation Temperature Switch, Left/Right.

5.5.4.1.9.12. **(Added)** Engine Hot Fuel Recirculation Valve, Left and Right.

5.5.4.1.9.13. **(Added)** Engine-To-Airframe-Manifold (ETAM), Left/Right.

5.5.4.1.9.14. **(Added)** Fuel Quantity Tank Unit, tank #1, #2, #3A, #3B.

5.5.4.1.9.15. **(Added)** Fuel Pressurization Shutoff Valve.

5.5.4.1.9.16. **(Added)** Fuel Transfer Manifold Bleed Valve.

5.5.4.1.9.17. **(Added)** Fuel Transfer Pump Pressure Switch.

5.5.4.1.9.18. **(Added)** Wing Flame Arrestor, Left and Right.

5.5.4.1.9.19. **(Added)** Boost Pump Emergency Control Pressure Switch, Left/Right.

5.5.4.1.9.20. **(Added)** Forward/Aft Hot Air Check Valves (external tanks downloaded from aircraft at deployed locations).

5.5.4.1.9.21. **(Added)** Jet Fuel Starter Fuel Shutoff Valve.

5.5.4.1.9.22. **(Added)** Emergency Boost Pump Pressure Switch.

5.5.4.2. 366 CMS/MXMCF (Fuel Systems Section) will maintain an external fuel tank storage area, "Tank Farm," to store serviceable external fuel tanks and CFTs only. Operations and responsibilities are defined in a MOA.

5.6.1. AGE flight is organized under the team concept.

5.9.4.1.2. Analyze weekly samples on all assigned oil carts. Notify MOC and Eagle 2 when oil cart samples are not received Tuesday at 1200.

5.10.2. Detailed and complex rigging, removal, replacement, functional checks, rig checks and removal to FOM actions beyond the capabilities of AMU personnel are responsibilities of 366 EMS/MXMTR (Repair and Reclamation Section). 366 EMS/MXMTR is responsible for the following maintenance tasks:

5.10.2.1. Removal/installation (to include FOM) or replacement, rigging and operational checks of primary flight controls surfaces and control linkages/cables/mechanisms.

5.10.2.1.1. **(Added)** Any time a horizontal stabilator is replaced on an F-15E aircraft, AMU/lead technician performing the task will notify Weight/Balance Manager at QA.

5.10.2.2. **(Added)** Removal/installation (to include FOM) or replacement, rigging and operational checks of nose/main landing gear struts and control linkages/cables/mechanisms.

5.10.2.3. **(Added)** Removal/installation (to include FOM) or replacement, rigging and operational checks of canopy, windscreen, and canopy control linkages/cables/mechanisms.

5.10.2.4. **(Added)** Removal/installation (to include FOM) or replacement, rigging, and operational checks of Longitudinal/Directional/Lateral/Feel Trim Actuators and Rudder Travel Limiters.

5.10.2.5. **(Added)** Removal/installation (to include FOM) or replacement, rigging and operational checks of variable ramp assemblies, to include the first, second, third and diffuser ramps.

5.10.2.6. **(Added)** Removal/installation (to include FOM) or replacement, rigging and operational checks of throttle quadrants and control linkages/cables/mechanisms. **Note:** For throttle quadrant removal/installation or replacement, ejection seat removal may be required.

5.10.2.7. **(Added)** Removal/installation (to include FOM) or replacement and rigging of Jet Fuel Starter (JFS) cables and control handles, brake control cable/linkages and nose wheel steering cable/linkages.

5.10.2.8. **(Added)** Rigging and functional/rig checks of Pitch Roll Channel Assemblies (PRCA) and Aileron Rudder Interconnects (ARI), individual PRCA/ARI components and arresting gear linkage. **Note:** Perform extensive aircraft maintenance such as landing gears, windscreens, canopies, stabilators and cable changes/rigging in maintenance docks/hangars to greatest extent possible.

5.10.4.10. **(Added)** Accomplish “Paperless” inspections during Phase. Use IMDS inputs and AF Forms 4366/4367 to document maintenance actions during Phase instead of 781 Series forms with the following exceptions:

5.10.4.10.1. **(Added)** All CANN actions, impounds, and Warning/Danger/Caution tags shall be annotated in the aircraft’s 781 Series forms IAW TO 00-20-1.

5.10.4.11. **(Added)** Take the following steps to ensure proper documentation is accomplished:

5.10.4.11.1. **(Added)** Input all discrepancies/maintenance actions into IMDS.

5.10.4.11.2. **(Added)** Document IPIs in IMDS as they are currently in the forms, except in place of a signature in the corrected block, the individual will type their name and man # prior to the job being closed out.

5.10.4.11.3. **(Added)** Technical Order page and paragraph references are not required for IMDS entries.

5.10.4.11.4. **(Added)** Individuals performing maintenance should be the only USERID’s in IMDS. **Do not** clear jobs using other individuals’ USERID’s that did not perform the actual maintenance.

5.10.4.11.5. **(Added)** Perform IMDS documentation in real time, at the aircraft, just as entries would be made in the forms. All personnel will check-in with the dock chief prior to beginning work in order to review IMDS for aircraft safe for maintenance condition. Personnel will check-out with dock chief prior to leaving. The dock chief will verify all documentation is accounted for and accurate.

5.10.4.11.6. **(Added)** All maintenance actions will use Fix Phase JCN for each maintenance action, with attached WCEs to describe the following on maintenance, to facilitate other maintenance and operational checks. Cross referencing follow on maintenance, and operational checks is not required unless being documented in 781 Series forms.

5.10.4.11.7. **(Added)** All maintenance documentation performed on phase aircraft will use Fix Phase JCN tied to look Phase JCN utilizing IMDS screen 103. Post instructions on the dock box.

5.10.4.11.8. **(Added)** Make “Do Not Apply Hyd/Elec Power” entries in IMDS in the discrepancies or WCE that created the condition. Use warning tags on the aircraft as long as the “Do Not Apply Hyd/Elec Power” condition exists.

5.10.4.11.9. **(Added)** Dock chiefs will prominently post current condition on the aircraft outside of the dock box.

5.10.4.11.10. **(Added)** Enter info notes listing the equipment ID for servicing equipment in the discrepancy block that generated the need for servicing the equipment.

6.2.1.9. Coordinate DFTs/CFTs and military aviation industry representatives dispatched to MHAFB to perform aircraft or equipment maintenance through 366 MXG/QA PIM office. PIM will:

6.2.1.9.1. **(Added)** Ensure security clearance documentation for visiting personnel is routed through appropriate security manager.

6.2.1.9.2. **(Added)** Schedule in-briefs and out-briefs as required.

6.2.1.9.3. **(Added)** Greet and escort personnel dispatched to MHAFB on a 107 assistance request to the appropriate squadron or AMU representative.

Table 6.1. (Added) Radio Call Signs.

RADIO CALL SIGNS	
366 FW CC	Gunfighter 1
366 FW CV	Gunfighter 2
366 OG CC	Gunfighter 3
366 OG CD	Gunfighter 3A
366 MXG CC	Gunfighter 4
366 MXG CD	Gunfighter 4A
366 MXG CEM	Sherriff
366 MSG CC	Gunfighter 5
366 MSG CD	Gunfighter 5A
366 MDG CC	Gunfighter 6
366 MDG CD	Gunfighter 6A
366 FW DS	Gunfighter 7
SOF	Shotgun
COMMAND POST	Pistol
OG Supervision	
OG Chief Enlisted Manager	Ramrod Chief
MAINTENANCE OPERATIONS SQUADRON (366 MOS)	
Commander	Coyote Lead
Maintenance Officer	Coyote 1
Maintenance Chief	Coyote Chief
Weapons Standardization	LSC
Maintenance Operations Controllers	MOC
Deployed controller	Hawkeye
Superintendent, NCOIC/Asst. MOC	MOC Super
Maintenance Quality Assurance	

QA Personnel (by stamp #)		QA 1/2/3/4/5/6	
Wing Plans, Programs, and Assessments (366 FW/XP)			
Exercise Evaluation Team (EET)		Sharpshooter/ATNAS OPS:	
MXGQ, OIC		10	
MXGQ, NCOIC		11	
366 CMS Inspector		12	
389 AMU Inspector		13	
Crash Recovery Inspector		16	
Weapons Inspector		17	
366 EMS Inspector		18	
391 AMU Inspector		19	
Fighter Squadron Operation (applicable squadron call sign prefaced with appropriate duty area)			
FIGHTER SQUADRON OPERATIONS			
	389 FS		391 FS
	T-BOLT		TIGER
SQ CC	Lead		Lead
SQ OPS OFF	Ops		Ops
Duty Desk	Nest		Lair
AIRCRAFT MAINTENANCE SQUADRON (366 AMXS)			
366 AMXS CC		Maintenance Lead	
366 AMXS AMXA		Maintenance 1	
366 AMXS Chief		Maintenance Chief	
366 AMXS Production Supervisor		Maintenance Super	
AIRCRAFT MAINTENANCE UNIT			
	T-BOLT	TIGER	
Maintenance Officer	1	1	
Maintenance Superintendent	Chief	Chief	

Senior Production Superintendent	Super	Super
Generation Cell Chief	Cell: Saints, Colts, Vikings	Cell: Panther, Jaguar, Bengal, Lion
Production Superintendent	2	2
Expediter:		
A- Flight	3	3
B- Flight	4	4
Crew Chief Flight		
Flight Chief	TAMS	TAMS
Drivers	5	5
Specialist	6	6
Specialist	N/A	N/A
CANN dock chief	7	7
Weapons Expediter	8	8
Age Driver	10	10
Debrief	Debrief	Debrief
Dispatch/Locator	Dispatch	Dispatch
Support	Support	Support
COSO	Supply	Supply
Tow Team	Tow	Tow
Plans & Scheduling	Scheduling	Scheduling
Life Support (PE)	Life Support	Life Support
Mobility	Mobility	Mobility
EQUIPMENT MAINTENANCE SQUADRON (366 EMS)		
Supervision		
Commander	Eagle Lead	
Maintenance Officer	Eagle 1	
Maintenance Superintendent	Eagle Chief	
Production Superintendent	Eagle 2	

Aerospace Ground Equipment (AGE) Flight	
Flight	AGE 1
Production Supervisor	AGE 2
Base AGE Driver	Eagle 10
Base Combat Age Team (CAT) Leader	Eagle 12
Squadron Driver	(Squadron Call Sign) 10
Squadron Combat Age Team (CAT) Leader	(Squadron Call Sign) 11
Armament Flight	
Flight Supervision	Arm 1
Flight Maintenance	Arm 2
Munitions Flight	
Flight Commander	Ammo Lead
Flight Chief	Ammo Chief
Munitions Superintendent	Ammo Super
Production Section	Production Super
Materials Section	Materials Super
System Section	System Super
Munitions Control Center	Ammo
Munitions Accountability NCOIC	Ammo Ops Super
Munitions Accountability Element	Ammo Ops 1 through 15
Munitions Storage NCOIC	Outlaw Super
Munitions Storage Element	Outlaw 1 through 30
Munitions Inspection NCOIC	Badger Super
Munitions Inspection Element	Badger 1 through 15
Conventional Maintenance NCOIC	Bullet Super
Conventional Maintenance	Bullet 1 through 25
PGM NCOIC	Maverick Super
PGM	Maverick 1 through 20
AMRAAM NCOIC	Dragon Super

AMRAAM Element	Cobra 1 through 15
Line Delivery NCOIC	Cobra Super
Line Delivery Element	Cobra 1 through 30
Munitions Support Equipment NCOIC	Mongoose Super
Munitions Support Equipment Element	Mongoose 1 through 15
Combat Plans/Training/Mobility NCOIC	Atlas Super
Element	Atlas 1 through 10
Maintenance Flight	
Flight Commander	Mx Flight Lead
Flight Chief	Mx Flight Chief
Crash Recovery	
Repair and Reclamation Element Leader	Recovery Super
Repair and Reclamation Base	Recovery Base
Repair and Reclamation	Recovery
Primary Response Vehicle	Recovery 1
Tow Vehicle	Recovery 2
Tractor, Crash Response	Recovery 3
Crane	Recovery 4
Dispatch Vehicle	Recovery 5
Wheel and Tire	Recovery Wheel and Tire
Phase	
Phase Dock Chief	Phase Base
Phase Dispatch	Phase 1
Phase Dispatch 2	Phase 2
Phase Tow Team	Phase Tow
Strike-21	
Strike-21	Strike-21
Strike-21 Dispatch	Strike 1
Support	

Support Section	Phase Support
Transient Alert	
Transient Alert Flight	Transient 1
Transient Alert Base	Transient Base
Truck 1	Transient 2
Truck 2	Transient 3
Hand – Held Radio	Transient 4 and 5
Fabrication Flight	
Flight Supervision	Fab 1
Structural Maintenance	
Structural Maintenance Flight Line Dispatch	Structures 1
Repair Team	Structures 2
Element Leader / Base	Structures Base
Metals Technology	
Metals Technology Flight Line Dispatch	Metals Tech 1
Metals Technology Base	Metals Tech Base
Non-Destructive Inspection	
Non-Destructive Inspection Flight Line Dispatch	NDI
Non-Destructive Inspection Base	NDI Base
COMPONENT MAINTENANCE SQUADRON (366 CMS)	
Supervision	
Commander	Mustang Lead
Maintenance Officer	Mustang 1
Maintenance Superintendent	Mustang Chief
Production Superintendent	Mustang 2
Accessories Flight	
Flight Chief	Accessories 1
Egress Base	Egress Base

Egress Vehicles	Egress 1 / 2
Fuel Systems Base	Fuels Base
Fuel System Flight Line Support	Fuels 1 / 2 / 3
Electro-Environmental	E&E
Pneudraulic Shop	Hydro
Propulsion:	Prop 1
Test Cell	Test Cell
LOGISTICS READINESS SQUADRON (366 LRS)	
Logistics Readiness Squadron Control Center	LRS
Training Management Flight Instructors	Training 1 / 2
Deployment Control Center	DCC
Deployment Control Center Runner	DCC 1 through 10
Mobile Logistics Readiness Center	LRC
Re-deployment Assistance Team	RAT
Re-deployment Assistance Team Runners	RAT 1 through 10
Cargo Processing Terminal OIC	Cargo
Cargo Processing Terminal	CPT
Cargo Marshaling	Marshaling
Cargo In-check	In-check
Ramp Coordinators 1 through 5	Ramp 1 through 5
Mobility Processing Terminal	MPT
REPUBLIC OF SINGAPORE AIR FORCE 428TH SQ.	
Squadron Commander	Buccaneer Lead
Senior RSAF Officer (SRO)	Buccaneer SRO
RSAF Senior Maintenance Officer	Buccaneer 1
Squadron Executive Officer	Buccaneer Top 3

Operations (Pilot)	Buccaneer Ops
Maintenance Superintendent	Buccaneer Chief
Production Supervisor	Buccaneer 2
Expediter	Buccaneer 3 / 4
FLC Flight Chief	Buccaneer 5
Specialist (Engine, Avionic & E & E)	Buccaneer 6
FMC	Buccaneer Control
Phase Inspection	Buccaneer 7
Weapons Load Expediter	Buccaneer 8
Weapon Maintenance Crew	Buccaneer Arm
AGE Delivery	Buccaneer 10
Aircraft Tow Team 1	Buccaneer Tow 1
Aircraft Tow Team 2	Buccaneer Tow 2
Debrief	Buccaneer Debrief
Redball Team	Buccaneer Redball
Supply	Buccaneer Supply
Support	Buccaneer Support
EOR	Buccaneer EOR
QAI	Buccaneer QA
Munitions Driver	Buccaneer Ammo

6.2.6.10. Submit additions, deletions, or changes to work center mnemonic codes, in writing, through IMDS DBM (366 MOS/MXOOA (Analysis Section)) for coordination to the appropriate group manning office for action.

6.2.6.10.1. **(Added)** IMDS DBM will conduct an annual review of codes to ensure they are appropriate and sufficient for the mission.

6.2.6.16.2. When IMDS is unavailable, workcenter personnel will use manual documentation and update IMDS from these documents until IMDS becomes available. Each section should maintain paper copies of IMDS screens, AFTO Form 349, sortie maintenance/debriefing documents as required. Use these files in conjunction with the manual JCN documentation procedures in **Attachment 16 (Added)**, *Manual Job Control Numbers*.

7.1.1. PS&D will ensure the following: All available components required AFTO Forms 95 are kept in the aircraft jacket file. AFTO Forms 95 are updated and shipped with equipment when

item is removed from the aircraft. Accomplish annual review of AFTO Forms 95 with the annual jacket file review.

7.1.1.1. **(Added)** File the Depot Field Team (DFT) work package completed by the DFT in the aircraft jacket file. PS&D will enter information from the manual AFTO Form 95 into the automated history in the MIS.

7.1.1.2. **(Added)** AGE, Armament, and Engine Management will ensure AFTO 95 components/historical records are loaded in IMDS with the automated history (AHE) indicator. An annual review is required for all AFTO Forms 95; document this annual review in IMDS and include the name of the individual that accomplished the review (IAW TO 00-20-1).

7.1.2. All AMU aircraft jacket files will mirror the master jacket file kept at PS&D. PS&D will accomplish an annual jacket file review and document accomplishment on an AF Form 2411.

7.1.3. Make every effort to eliminate missing aircraft forms. PS&D will maintain AFTO Forms 95 and decentralized forms sent to the responsible work center. PS&D will file aircraft 781s. Do not accomplish missing form letters unless directed by safety/accident investigation and permanent aircraft transfers. PS&D will use the 366 FW Jacket File Inspection Checklist for the annual review for Form forms accountability. The inspection checklist will remain with the jacket file until replaced at the next inspection.

7.1.4. As a minimum, the following will attend the pre/post-dock meetings: Dedicated Crew Chief/or assistant, Production Superintendent, and Dock Chief. 366 EMS, 366 MOS/MXOOE, 366 CMS, supply and AMU specialists will attend as determined by PS&D and production superintendent, to discuss specific issues/write-ups.

7.1.5. PS&D will accomplish annual inspections of decentralized historical documents for: AGE, Armament, Engine Management, NDI, Fuels, Aircrew Flight Equipment, Weight & Balance and Egress. Document accomplishment of inspection on the AF Form 2411.

7.1.6. To ensure IMDS database integrity, a copy of the Maintenance Schedule Application Tool (MSAT) backend will be saved the first week of every month and remain on file for one year.

7.1.6.1. **(Added)** Performing work centers, except for 366 CMS Egress, load, installs and removes all applicable TCIs in IMDS for work performed by home station using screens 042 (establish record) and 907 (time taken/removal of old item). PS&D will process screens 128 (suspense validation) and 372 (load job standard).

7.1.6.2. **(Added)** PS&D will review inspection and time change reports from MSAT to identify problems and will fix or notify applicable agencies to fix the errors. Accomplish a weekly review on every aircraft for time change and inspection items by using MSAT reports. PS&D will check Aircraft Configuration Management daily. Brief Configuration/GCSAS errors daily at the Production meeting to include the work center responsible to fix the error.

7.1.6.3. **(Added)** 366 CMS Egress will load, install, remove, validate suspense and establish job standard for applicable TCIs in IMDS. Publish a separate letter by egress designating authorized individuals allowed to process suspense validations. However, for completed TCIs, egress must send a copy (can be e-mailed, faxed or hand carried) of a 122 screen showing job completion NLT the following Wednesday to PS&D. PS&D will use hard copy 122 to verify data is updated in MSAT/MIS and file hard copy in aircraft jacket file. When MSAT/MIS is not

available, annotate the PRA, then file hard copy 122 in the aircraft jacket file and verify data when MSAT/MIS is available.

7.1.6.4. **(Added)** Order HAZMAT items through the squadron HAZMAT representative.

7.1.6.5. **(Added)** Engine Management will: Review MSAT reports daily for time change and inspection errors. Assist/load parts into IMDS/CEMS. When IMDS and MSAT are unavailable, print manual products from Analysis web site or from PS&D. Annotate products in “red ink” with all updates until IMDS is available. Once IMDS and MSAT are available, make all updates in IMDS and review MSAT for accuracy after updates have been made.

7.1.6.6. **(Added)** PS&D will review TCTO data with MSAT reports daily to identify any problems in IMDS or with TCTO accomplishment (expiring, grounding, rescinding, etc.). Update TCTO slide weekly for grounding TCTOs within 90 days.

7.1.7. PS&D will create a master TCTO folder for all TCTOs to mirror. PS&D monitor will manage AGE and Armament TCTOs. AGE and Armament will keep working copies of TCTOs for TCTO accomplishment. Assist all sections with the overall monitoring and controlling of TCTOs and loading/scheduling jobs in IMDS.

7.1.7.1. **(Added)** Engine Management will keep folders for Engines. Chair all TCTO meetings as applicable and have a monthly TCTO reconciliation meeting with all applicable agencies and Supply.

7.1.7.2. **(Added)** Monthly/weekly utilization and maintenance schedules will be common in format and all format changes will be approved by PS&D.

7.1.8. Upon notification of an aircraft accident, mishap, or impoundment PS&D will seal the aircraft jacket file and notify all agencies with decentralized records. Do not purge records until notification of release. Use the locally produced jacket file worksheet.

7.1.9. A memorandum of agreement between losing and gaining bases for permanent equipment and aircraft transfers help facilitate the transfer to avoid pitfalls.

7.1.10. PS&D will develop a local master Aircraft Document Review (ADR) checklist for use for all aircraft ADRs. Make no changes to the locally developed checklist unless approved by PS&D.

7.1.11. PS&D will provide current IMDS screen 942 and screen 990 (“y” indicator for missing items) to dock chief at the pre-dock meeting. PS&D will identify all errors on 942/990 printouts that need verification to the dock chief. Dock chief will verify all errors and annotate corrections and return products to PS&D at the post-dock meeting. PS&D will verify all errors are corrected.

7.1.12. If IMDS and MSAT are unavailable for an extended period of time (more than 48 hours), print manual products from MSAT or the products obtained from DBM and updated manually, including the new information; e.g., part/serial number, date installed, date manufactured, previous operating time (if any), and date next due. Products will include Planning Requirement (PRA) for special inspections/time changes and Workable TCTO Report (WTR) for TCTOs. Do not destroy products until MSAT/IMDS become available and are verified as accurate and up-to-date.

7.1.12.1. **(Added)** When IMDS is unavailable, work center personnel will use manual documentation, AFTO 349, sortie maintenance/debriefing documents as required. Use these files in conjunction with the manual JCN documentation procedures established by MDSA (see [Attachment 16](#) **(Added)**). When IMDS becomes functional, enter all manual documents into IMDS.

7.1.12.2. **(Added)** Engine Management will review MSAT reports daily for time change and inspection errors. Assist/load parts into IMDS/CEMS. When IMDS is unavailable, Engine Management will use manual products until IMDS is available. Once IMDS is available, make all updates in IMDS.

7.2.1.3.3. PS&D will update CGB and JFS times from the 781J in IMDS after the document review process.

7.2.4.4.1. **(Added)** PS&D will ensure aircraft configuration tables in IMDS are updated whenever configured items are replaced, and ensure correct installed-on relationships.

7.2.4.4.2. **(Added)** Crew chiefs will review aircraft forms during CANN rebuild to identify and correct items out of configuration in the IMDS database.

7.2.4.6. Conduct Data Cleansing Procedures quarterly. PS&D will ensure uninstalled time changes and associated JSTs are deleted from the database.

7.2.5.1. Do not make changes to IMDS until PS&D receives a copy of the, 107 *Engineering Technical Assistance Request (ETAR)*, request via e-mail submission to depot. The date/time group of the e-mail received by PS&D will be the time of possession identifier change.

7.2.5.2. Use (CS-41) on the QA webpage for processing Engineer Technical Assistance Requests through QA.

7.2.5.2.1. PS&D will file the work package completed by DFT in aircraft historical file and make necessary entries into the aircraft automated history (IMDS #392).

7.2.6.1.1. PS&D will import IMDS, CEMS, and supply products into MSAT daily. It is the individual scheduler's responsibility to run MSAT products for their particular job requirements. PS&D will utilize IMDS products Planning Requirement for Special Inspections and Time Changes (PRA), Workable TCTO Report (WTR), and TSS or on-line product available on the "share drive." When MSAT is not available for an extended period of time, annotate changes on manual products as updates occur. When MSAT becomes available, ensure all updates from manual products are input into MSAT. 366 EMS/MXMR (Armament Scheduling) and 366 EMS/MXSGC (AGE Scheduling) will utilize the following IMDS products when MSAT is not available for an extended period of time: TSS or on-line product, WTR, PRA, or TDIs, and on-line IMDS inquiries. 366 MOS/MXOOE (Engine Management Element) (EME) will utilize the following IMDS products when MSAT is not available for an extended period of time: TSS or on-line product and WTR.

7.2.6.2.1.3. Upon receipt of TCTOs requiring intermediate/organizational level maintenance, 366 MXG/QA will perform an initial evaluation/assessment (VAL/VER) on the first unit completed. This assessment will concentrate on the TCTO procedures, not the individual performing the initial inspection.

7.2.6.2.1.3.1. **(Added)** Accomplish this evaluation/assessment following the TCTO meeting. Do not accomplish additional inspections until the result of the first unit's inspection is known.

7.2.6.2.1.3.2. **(Added)** Evaluations of TCTO supplements are not required unless procedures are changed.

7.2.6.2.2.10. Upon completion of a TCTO, Wing Plans and Scheduling Section will send the applicable AMU Debrief Section a notification identifying TCTO completion on all aircraft, by tail number. In turn, AMU Debrief Section will update the IMIS server.

7.2.7.1.3. For annual life support requirements, 366 OSS/OSTL (AFE) will submit their coordinated forecast to PS&D NLT 15 October. PS&D will consolidate forecasts and forward to FSC.

7.2.7.4. PS&D will load and validate applicable TCIs to newly assigned aircraft and parts changed at the depots. PS&D will validate when updates are completed through their quarterly validations of the database.

7.2.7.4.1. **(Added)** PS&D will process screen 128 suspense validations a minimum of two times per 2R1-manned shift.

7.2.8. 366 MOS/MXOOM will maintain the AF Forms 2408 and 2409 master files. If an agency requires changes to the master file, they must contact 366 MOS/MXOOP, who will determine if a meeting with *all* affected agencies is needed. If changes are required, AMU will forward their changes via AF Forms 2408/2409 to 366 MOS/MXOOP for inclusion in the master file. 366 MOS/MXOOP will forward electronic version to 366 MOS/MXOOM.

7.2.11.1.2. The below provides the minimum records required for deployments. If PS&D personnel deploy, they will ensure items 2 through 5 are taken when required; the flightline Pro-Super will ensure item 1 is taken. If PS&D personnel do not deploy, the AMU Supervision will ensure all appropriate records are taken.

Table 7.1. (Added) Minimum Records Required for Deployments.

DURATION	IS IMDS AVAILABLE?	PC OR DUMMY TERMINAL	NOTES
1-14 days	N/A	N/A	1
14 + days	Yes	Yes	1,2,3
14 + days	No	No	1,2,4
1 = Aircraft 781 Series Forms Binder 2 = MIS Automated Products – PRA (INSP & TIME CHANGE), WTR, STL (or a IMDS screen 525 printout) these products will be hard copies with an option for a copy on disk. 3 = Computer disc with Automated AF Form 2401s, 2403s, 2407s and Maintenance page 4 = Manual AF Form 2401s, 2403s, and 2407s			

7.2.11.1.5. Deliver pulled aircraft 781 series forms for on station aircraft to PS&D for filing NLT 14 days after removed from the active forms binder.

7.2.11.1.5.1. **(Added)** File impounded aircraft check sheets (CS), CS26 & CS30, in the “Miscellaneous” section of the aircraft jacket file NLT 14 days after impoundment has been cleared and records received from impoundment authority will remain on file until next PDM input date.

7.2.11.1.5.2. **(Added)** Deliver pulled aircraft 781 series forms for on station aircraft to 366 MOS/MXOOP PS&D for filing NLT 14 days after removal from active forms binder. File impounded aircraft check sheets (CS), CS26 & CS30, in the miscellaneous section of the aircraft jacket file NLT 14 days after impoundment has been cleared and will remain on file until next PDM input date.

7.10.6. 21 equipment accountability requirements IAW AFI 21-103 and ACC supplement are delegated to each PS&D. PS&D must ensure compliance with AFI 21-103, Chapter 9, Section C and the ACC Supplement, Specifically the control, monitoring and distribution of forms for aircraft-21 assets.

7.10.6.1. **(Added)** AMUs and 366 CMS, 366 EMS, (if applicable) must appoint, by memorandum letter, a –21 account custodian and forward the letter to PS&D when changes occur.

7.10.6.2. **(Added)** PS&D will consolidate and publish a master appointment letter in the weekly flying and maintenance schedule to notify applicable agencies of –21 equipment movements.

7.10.6.3. **(Added)** PS&D will maintain a master AF Form 2692 identifying the equipment required for permanent transfer.

7.10.7.1. PS&D will maintain Job Master List (JML) for aircraft and associated JSTs. Engine Management Element (EME) will maintain JML for engine and associated JSTs. 366 EMS/MXMR will maintain JML for armament equipment JSTs. 366 EMS/MXMGC will maintain JML for AGE equipment JSTs.

7.10.7.1.1. **(Added)** Use IMDS screens #466, #467, #469 and #761 to accurately maintain the JML. For questions or training on their usage, contact PS&D.

7.10.7.1.2. **(Added)** A semiannual review of the JML, by responsible work centers, for accuracy and currency is required and must be annotated on AF IMT 2411.

7.10.7.5. **(Added)** Flying Hour Accounting:

7.10.7.5.1. **(Added)** PS&D will:

7.10.7.5.2. **(Added)** Enter data from the daily/monthly Aircraft Utilization Report (AUR) data and the DELTA spreadsheets maintained by 366 OSS/OSOS (Scheduling) into the flying hour worksheet daily.

7.10.7.5.3. **(Added)** Distribute through e-mail, the AUR daily/monthly and the flying hour worksheet to AMU debrief and Squadron Aviation Resource Management (SARM) sections for verification of previous days flying hour data.

7.10.7.5.4. **(Added)** File products (daily AUR, DELTA sheets, flying hour worksheet) each day until the end of month. PS&D will forward reconciled monthly AUR and flying hour

worksheet to 366 OSS/OSOS for inclusion in their end of month reports to ACC NLT the 4th calendar day of the month.

7.10.7.6. **(Added)** OS and AMU debrief sections will:

7.10.7.6.1. **(Added)** Print and verify daily/monthly AUR and DELTA sheets against AFTO Form 781 for accuracy, annotating AUR with corrections made.

7.10.7.6.2. **(Added)** Ensure information is correct and matches other products (IMDS, ARMS, DELTA Sheet, and original AFTO Form 781). Correct discrepancies daily. Both monitors will e-mail a summary of corrections to PS&D within 1 workday.

7.10.7.7. **(Added)** The JML review for Off Equipment Maintenance will be conducted semi-annually. Wing Plans and Scheduling will provide Age and Armament with the JML and GTM. Age and Armament will bump the information against the applicable Technical Orders.

8.7. **Quality Assurance Augmentation.** QA augmentees will not perform QA duties unless pre-coordinated with QA chief inspector or superintendent.

8.16.1.1. OCF procedures: An OCF may be flown in conjunction with a scheduled mission or training flight. If an OCF is not printed in the weekly schedule, generate an AF Form 2407. If the OCF is printed on the flying schedule, route the OCF/FCF worksheet. 366 OG/CC and 366 MXG/CC are the approval authority for OCFs.

8.16.1.1.1. **(Added)** Maintenance sections will notify FCF/NCOIC prior to OCFs. QA FCF/NCOIC (when available) or any QA inspector will brief aircrew and review aircraft forms along with annotating this review in the aircraft forms prior to flight.

8.16.1.1.2. **(Added)** QA FCF/NCOIC will maintain a log of all OCF flights.

8.16.1.1.3. **(Added)** AMU supervision will ensure an OCF Worksheet (CS-04) (available on QA website) or an AF Form 2407 with QA signatures is routed for approval one day prior to flying an OCF.

8.16.1.2. **(Added)** Deployed OCF procedures.

8.16.1.2.1. **(Added)** Deployed QA inspector will serve as the point of contact for all deployed OCFs. Lead QA inspector will contact the FCF/NCOIC at home station for guidance and proper protocol for conducting OCFs.

8.16.2.1. An FCF requires increased coordination between QA, appropriate maintenance section, and aircrew. Refer to local CS-77 for FCF procedures. To ensure all requirements are met, the following procedures will apply:

8.16.2.1.1. **(Added)** Maintenance will notify the QA FCF NCOIC at least 1-day prior via 2407 if not already printed on the schedule or the FCF/OCF worksheet if the FCF is already printed. QA must review full forms prior to the FCF. As a minimum, deliver forms to the QA office 4 hours prior to the planned takeoff time.

8.16.2.1.2. **(Added)** The FCF OIC/NCOIC, in conjunction with the squadron maintenance section, will determine the required portions of the FCF checklist if a full FCF is not required.

8.16.2.1.3. **(Added)** Perform QVI of preflight prior to first FCF attempt.

8.16.2.1.4. **(Added)** Subsequent FCF attempts will require QA, and aircrew forms review, but not a FCF preflight QVI re-accomplishment.

8.16.2.1.5. **(Added)** Perform review of AFTO Forms 781 after Exceptional Release (ER) has been accomplished.

8.16.2.1.6. **(Added)** Initiate QA review of the AFTO Forms 781 after ER has been accomplished and deliver the forms to QA. QA forms review will be complete when both the pulled forms and active forms have been delivered to and reviewed by QA.

8.16.2.1.7. **(Added)** OCFs require an active forms inspection by QA prior to flight. A printed IMDS 380 screen will accompany the forms to ensure grounded discrepancies have been cleared in IMDS.

8.16.2.1.8. **(Added)** QA will coordinate a time for FCF aircrew to report to the QA office for a briefing on the FCF requirements and forms review. The FCF briefing will cover specific items in the –6 checklist which must be accomplished based on the maintenance performed on the aircraft. Aircrew members will review all the aircraft forms prior to flight.

8.16.2.1.9. **(Added)** Ground procedures. Accomplish FCF taxi checks on taxiway A or B.

8.16.2.1.10. **(Added)** Radio procedures are IAW MHAFFBI 11-250 (FOUO), *Airfield Operations and Base Flying Procedures*.

8.16.2.1.11. **(Added)** Radar control procedures are IAW MHAFFBI 11-250 (FOUO). Complex FCFs requiring deviations from standard departure routing (i.e., altitude) will coordinate with the applicable controlling agencies.

8.16.2.1.12. **(Added)** FCF pilot upgrade program:

8.16.2.1.12.1. **(Added)** Fighter Squadron commanders will nominate highly qualified individuals for FCF duties that meet the minimum hour requirements. Wing goal is to maintain two FCF aircrews per fighter squadron.

8.16.2.1.12.2. **(Added)** Minimum requirements are:

8.16.2.1.12.2.1. **(Added)** 750 hours total and 200 first pilot PAA time.

8.16.2.1.12.2.2. **(Added)** 650 hours total and 300 first pilot PAA time.

8.16.2.1.12.2.3. **(Added)** 575 hours total and 400 first pilot PAA time. NOTE: Times include student time.

8.16.2.1.12.3. **(Added)** Local checkout consists of the following items:

8.16.2.1.12.3.1. **(Added)** Briefing by the FCF OIC.

8.16.2.1.12.3.2. **(Added)** Review of CAF 21-101; TO 1-1-300; AFI 11-418, *Operations Supervision*, and the MHAFFB Supplement; MHAFFBI 11-250; 366th Fighter Wing (366 FW) Flight Test and Supersonic Flight Procedures.

8.16.2.1.12.3.3. **(Added)** Review of local FCF procedures contained in QA.

8.16.2.1.12.3.4. **(Added)** Review of the applicable aircraft –6, and –6 checklists.

8.16.2.1.12.3.5. **(Added)** Completion of the aircraft-specific FCF test. Passing score is 85% corrected to 100%.

8.16.2.1.12.3.6. **(Added)** An initial FCF training sortie performed in an Aircrew Training Device (ATD), if possessed by the squadron. This training event will be accomplished with a FCF pilot current in the appropriate aircraft and include all elements of an FCF sortie. If an ATD is not available the training event may be conducted in a dual place aircraft or a single seat aircraft with chase. The crew member flying with the trainee or chasing the trainee will be FCF current.

8.16.2.1.12.3.7. **(Added)** An FCF certification sortie will be flown with a current FCF pilot. Sortie will be flown in a dual seat aircraft or a single seat aircraft with chase. A grade sheet is not required for this sortie. FCF pilot flying the checkout sortie will initial the appropriate section of the FCF checkout checklist. For initial MDS FCF Pilot/WSO certification, the aircraft will be flown in the applicable MDS TO FCF configuration.

8.16.2.1.12.4. **(Added)** Following completion of the above items, the newly certified pilot/WSO will forward the certification letter to 366 OG/CC for approval. 366 MXG/QA will maintain the certification letter on file. A copy of the certification letter will be retained in the appropriate flying squadron for inclusion in the individual's grade book.

8.16.2.1.13. **(Added)** FCF crew currency requirements. FCF pilot/aircrew currency is 12 months. Non-current FCF pilots do not perform FCF duties until currency is achieved. To regain currency, FCF pilots accomplish an FCF in the ATD. If an ATD is not available, FCF pilot flies an FCF profile. If an FCF pilot has not flown an FCF for more than 14 months, the initial check-out and annual certification procedures will be re-accomplished. An annual FCF test and meeting will be held at a time determined by the FCF OIC or FCF manager. Aircrews unable to attend the meeting will read the meeting notes prior to their next FCF sortie. Aircrews not accomplishing the test during the annual meeting must complete the test prior to flying an FCF sortie. Flying an actual FCF updates FCF currency.

8.16.3.6. Debriefing: meet the FCF aircrew in debrief section of the effected squadron. If the aircraft was a non-release, ensure all discrepancies are documented in the AFTO Form 781A aircraft forms. If the aircraft is released, ensure the FCF checklist has been filled out properly. Ensure the FCF checklist is placed in the effected aircraft jacket file.

8.16.5.1. FCF Configuration: All FCF flights will be flown in a clean configuration. CFTs may remain installed. Once the aircraft has been released, an OCF shall be flown in the configuration that the anomaly originally occurred. Fly FCF currency flights IAW -6 configuration requirements, deviations may only be authorized with 366 OG/CC and 366 MXG/CC approval.

8.16.5.1.1. FCFs will be flown with a full load of fuel.

8.16.7. Off-station/deployed FCF procedures:

8.16.7.1. **(Added)** Deployed QA inspector will serve as the point of contact for all deployed/off-station FCFs. The inspector will contact the home station FCF/NCOIC for guidance and protocol for conducting FCFs.

8.16.7.2. **(Added)** Deployed QA inspector and home station FCF/NCOIC will verify qualification of the FCF pilot before flying the FCF profile.

8.16.7.3. **(Added)** Deployed QA inspector will also notify the host base FCF/NCOIC of the FCF, if one exists, and coordinate accordingly.

8.16.8. **(Added)** Transient aircraft FCFs. Transient aircraft of a type and engine configuration equivalent to MHAFB aircraft can be flown by 366 FW FCF pilots using this instruction. Other types of aircraft will be flown using their regulations and restrictions.

8.19.2. A qualified QA weight and balance (W&B) technician will complete a de-class Chart A inspection before depot departure. QA will notify AMU if ballast is required for W&B matters.

9.4.4. Mandatory impound aircraft for inadvertent release or firing of explosive ordnance to include initiation of any component in an aircrew escape system.

9.4.6.6. Aircraft must be impounded if engine FOD damage is sustained beyond operational limits from an unknown cause (for investigation purposes). If investigation determines the aircraft was not the cause of the damage, transfer impoundment to the engine.

9.4.6.6.1. **(Added)** If the aircraft was impounded for engine FOD damage, and engine is removed to backshop impound engine for investigative purposes. Draw a red border around the AFTO Form 350 used to document the discrepancy for engine removal and enter "IMPOUNDED" in bold red letters on the tag.

9.4.6.8. **(Added)** Engine vibration or stall. Applies to actual occurrences/pilot reported events. This does not apply to augmentor blow-out or failure to light. Discrepancies resulting from engine downloads may be considered for impound.

9.4.6.9. **(Added)** Any nonresponsive or stuck throttle.

9.4.12. **(Added)** Mandatory impound aircraft and servicing/support equipment when equipment is suspected of being contaminated.

9.4.13. **(Added)** Mandatory impound aircraft for smoke in the cockpit.

9.6.1. Designated IO ensures QA inserts Impoundment overprints in the AFTO Form 781As and CS-26 in front of the forms binder. If IMDS is not available, QA-provided overprint manual forms entries are acceptable. If overprints are issued, IO will ensure the impoundment and associated WCEs are loaded in IMDS. A person with the authority to impound equipment signs the "Discovered By" block. Isolate/cordon aircraft/equipment, by use of cones, ropes, signs or other method to clearly distinguish impound condition.

9.6.3. Use the QA-provided impoundment worksheet CS 28 or 29 to manage/track actions taken on engines/support equipment.

9.6.6. IO is the single approval authority for maintenance on impounded equipment. In cases requiring mishap or reporting, IO will coordinate all actions closely with 366 MXG/CC, 366 FW/SE (Safety), or the interim investigating official. In cases involving mishaps or Operational Report (OPREP) reporting, IO will only allow maintenance required to safe the equipment and for investigation purposes. Once safety or the investigating official determines the investigation is terminated, IO can authorize other maintenance to be performed. IOs will keep a detailed log on all maintenance actions/plans by using (CS-30). Once aircraft impoundment is cleared by the releasing authority, IO will place all local check sheets in the aircraft jacket file.

9.6.6.1. IO will maintain positive control of potential materiel deficiency exhibits and determine the need for disassembly, analysis and functional checks of other suspect components. Do not disassemble or repair materiel deficiency exhibits.

9.6.6.1.1. **(Added)** Draw a red border around AFTO Forms 350 used to route components to shops for analysis, and stamp or write "IMPOUNDED" in bold red letters on the tag.

9.6.9. When cause for impoundment has been corrected, review impoundment/maintenance documentation for accuracy and completeness, enter appropriate verbiage in the "Corrective Action" block of the forms, and sign the "Corrected By" block. QA will review the forms, and if recommending release, sign off the forms review. Releasing authority will sign the "Inspected By" block and initial the Red X.

9.6.11. File impounded aircraft check sheets (CS26 & CS30) in the miscellaneous section of the aircraft jacket file NLT 14 days after impoundment has been cleared and will remain on file until next PDM input date.

9.6.14. **(Added)** Manage transient aircraft the same as those assigned and coordinate with owning unit to obtain support when local resources are not available.

10.2.1.1. Units will use the TAS for inventory, security, control and accountability of tools and equipment. Keep the number of people authorized to use engine blade blending blue dye to an absolute minimum, and approved by flight chief or AMU NCOIC/OIC. Keep a letter on file authorizing individuals to use blue dye in the support section. **Note:** RSAF does not use blue dye as it is not a GE requirement.

10.2.1.3. CTK custodian will identify warranted tools and provide directions for replacement. CTK custodians will establish procedures to ensure replacement by the vendor and to preclude inadvertent disposal.

10.2.1.4.1. Only personnel on the unit's spare tool account letter will issue expendable and consumable hand tools. Replace items on a one-for-one basis. Only authorized personnel will issue out HAZMATs and other items contained in CTK.

10.2.1.4.2. Tool Replacement Procedures. Only CTK custodians or individuals authorized by letter may issue spare and consumable tools. Authorize a limited number of personnel, in writing, to have access to spare and consumable tools. Secure tools at all times. When issuing spare and consumable tools, use a pen and ink change on the inventory and TAS to reflect a change in quantity upon tool being placed in service.

10.2.1.5. When mission needs require, the squadron superintendent or production super will approve and coordinate with the support section (as applicable) to transfer CTKs and equipment at the job site. The transfer of CTKs or equipment will occur when the following requirements are met:

10.2.1.5.1. **(Added)** A Support section representative, shift supervisor, section chief, or pro super will perform the inventory of the CTK with the outgoing individual and document the transfer on CAF Form 140, CTK Inventory and Control Log/or AF Form 1297. The incoming individual will inventory and document CAF Form 140/or AF Form 1297. **Exception:** A mobile TAS system is authorized for documentation of accountability and control of on-site transfer.

10.2.1.5.2. **(Added)** **Do not** check out CTKs and/or equipment for more than a 12-hour period. The only exception to this rule is when Support personnel inspect/turnover CTKs on the flightline.

10.2.1.6. The person who noticed the item/tool missing will immediately notify the production supervisor and/or shift supervisor who will notify 366 MOS/MXOOM. 366 MOS/MXOOM will run CS-113 for pre/post aircraft taxi and take-off. The individual and/or available personnel will conduct an immediate search of the area where the suspected item/tool was discovered missing. If item/tool is not found within 1 hour, 366 MOS/MXOOM in conjunction with the production supervisor and/or shift supervisor, will notify 366 MXG/CC or designate to determine if an impound is warranted. Additionally, if the item/tool is not found within 1 hour, 366 MOS/MXOOM will run the missing item/tool checklist and the individual and/or immediate shift supervisor will fill out a CAF Form 145, Lost Tool/Object Form. Complete a CAF Form 145 form for each lost tool or object unless item is found within 1 hour. The individual's shift supervisor and or production supervisor will ensure all appropriate notifications are made, document AF Form 781s (if applicable), and ensure aircraft is impounded (if applicable) if item/tool is not found. CTK custodian(s) will follow-up when a completed CAF Form 145 is not returned to the custodian.

10.2.1.7. Unit/Agency Series WWID tool/equipment identification designators:

10.2.1.7.1. **(Added)** **The 366th Operations Group - AFE:**

10.2.1.7.1.1. **(Added)** 389 FS (MWYL)

10.2.1.7.1.2. **(Added)** 391 FS (MWBL)

10.2.1.7.1.3. **(Added)** 428 FS (MWSA)

10.2.1.7.1.4. **(Added)** 366 OSS (MWLS)

10.2.1.7.2. **(Added)** **The 366th Aircraft Maintenance Squadron (366 AMXS):**

10.2.1.7.2.1. **(Added)** 389 AMU (MWAF)

10.2.1.7.2.2. **(Added)** 391 AMU (MWAE)

10.2.1.7.2.3. **(Added)** 428 AMU (MWSA)

10.2.1.7.3. **(Added)** **The 366th Maintenance Group:**

10.2.1.7.3.1. **(Added)** Quality Assurance (MWQA)

10.2.1.7.3.2. **(Added)** Maintenance Training (MWMT)

10.2.1.7.3.3. **(Added)** AFETS (MWGS)

10.2.1.7.3.4. **(Added)** Weapons Standardization (MWAL)

10.2.1.7.3.5. **(Added)** Maintenance Operations Center (MXOM)

10.2.1.7.4. **(Added)** 372 TRS, Det 7 (MWFT)

10.2.1.7.5. **(Added)** **The 366th Equipment Maintenance Squadron (366 EMS):**

10.2.1.7.5.1. **(Added)** AGE Flight (MWEA)

- 10.2.1.7.5.2. **(Added)** Maintenance Flight (MWES)
- 10.2.1.7.5.3. **(Added)** Armament Flight (MWER)
- 10.2.1.7.5.4. **(Added)** Munitions Flight
 - 10.2.1.7.5.4.1. **(Added)** Munitions Training (MWEU)
 - 10.2.1.7.5.4.2. **(Added)** Conventional Maintenance (MWEV)
 - 10.2.1.7.5.4.3. **(Added)** Precision-Guided Munitions (MWEW)
 - 10.2.1.7.5.4.4. **(Added)** Munitions Support Equipment (MWEZ)
 - 10.2.1.7.5.4.5. **(Added)** Munitions Storage/Handling (MWEZS)
 - 10.2.1.7.5.4.6. **(Added)** Munitions Inspection (MWEZS)
- 10.2.1.7.5.5. **(Added)** Fabrication Flight
 - 10.2.1.7.5.5.1. **(Added)** Metals Technology (MWEM)
 - 10.2.1.7.5.5.2. **(Added)** Aircraft Structural Maintenance (MWEF)
 - 10.2.1.7.5.5.3. **(Added)** Nondestructive Inspection (MWEN)
- 10.2.1.7.6. **(Added) The 366th Component Maintenance Squadron:**
 - 10.2.1.7.6.1. **(Added)** Accessories Flight
 - 10.2.1.7.6.1.1. **(Added)** Electro-Environmental (MWCE)
 - 10.2.1.7.6.1.2. **(Added)** Egress (MWCG)
 - 10.2.1.7.6.1.3. **(Added)** Pneudraulics (MWCH)
 - 10.2.1.7.6.1.4. **(Added)** Fuel Systems (MWCF)
 - 10.2.1.7.6.1.5. **(Added)** CMS Production (MWCM)
 - 10.2.1.7.6.2. **(Added)** Propulsion Flight (MWPF)
 - 10.2.1.7.6.3. **(Added)** Avionics Support Section (MWAV)
 - 10.2.1.7.6.3.1. **(Added)** F-15 Avionics Intermediate Shop (AIS) (MWCA)
 - 10.2.1.7.6.4. **(Added)** TMDE Flight (MWCL)
- 10.2.1.7.7. **(Added) The 366th Civil Engineer Squadron:**
 - 10.2.1.7.7.1. **(Added)** Explosive Ordinance Disposal (MWEO)
 - 10.2.1.7.7.2. **(Added)** Fire Department (MWFD)
- 10.2.1.7.8. **(Added) The 366th Logistic Readiness Squadron:**
 - 10.2.1.7.8.1. **(Added)** Fuels Management Flight
 - 10.2.1.7.8.1.1. **(Added)** Preventive Maintenance (MWRFP)
 - 10.2.1.7.8.1.2. **(Added)** Storage (MWRFS)
 - 10.2.1.7.8.1.3. **(Added)** Hydrants (MWRFH)

10.2.1.7.8.1.4. **(Added)** Cryogenics (MWRFLO)

10.2.1.7.8.1.5. **(Added)** Mobility (MWRFMO)

10.2.1.7.8.1.6. **(Added)** Resource Control Center (MWRFRCC)

10.2.1.7.8.1.7. **(Added)** Mobile Distribution (MWRFB)

10.2.1.7.8.1.8. **(Added)** Lab MWRFLA

10.2.1.9.2.3. Units will maintain strict accountability procedures for issue of rags. Units will determine the number of rags to be placed in pre packaged containers.

10.2.1.9.2.4. **(Added)** Follow established lost tool procedures when rags are lost. Control rags in the same manner as consumable items and replace on a one-for-one basis.

10.2.1.10. Units will limit/designate, in writing, personnel authorized to procure tools.

10.2.1.11. Units will keep documentation for approved locally manufactured tools. Track locally manufactured or developed tools and equipment in TAS.

10.2.1.12. Depot teams, factory representatives and contract field teams performing maintenance at MHAFB will meet the intent of HQ ACC and unit-established tool control procedures. As a minimum, sign tools out from applicable squadron support section on an AF Form 1297/TAS. The supported/hosting unit will monitor compliance. QA may also periodically monitor compliance.

10.2.1.13. When two or more work centers operate a single tool room/support section, unit support personnel/sections will inventory CTK/equipment at the beginning and end of each shift, and document the inspection on CAF Form 140, or equivalent.

10.2.1.13.1. **(Added)** Accomplish a semiannual inspection for control of crash recovery trailer equipment permanently stored/located in trailers or vehicles. If the crash recovery trailer is used, inventory the equipment after use.

10.2.1.15. The same individual will not sign both sign in/out blocks on the CAF Form 140, or computer-generated facsimile. Individuals working weekend duty will have an on-duty supervisor in-check the CTK. If needed, a supervisor from another section or squadron will annotate the "in" block.

10.3.5. Fill tool inlay cutouts or obliterate shadowing for tools permanently removed from a CTK or tool room.

10.3.6.3. Spare Bulbs in flashlights will be removed

10.3.9. "C" clips will be removed from headsets to eliminate FOD potential

10.3.10. Mark personal protective equipment that is issued or purchased IAW AFI21-101/CAF Sup.

10.5.8. **(Added)** Mark the feeler gauge case with the quantity of feeler gauges attached.

10.5.9. **(Added)** Etch dispatchable CTK padlocks and keys with the corresponding CTK number, and include on the CTK MIL. Secure padlocks to CTK with a nonremovable chain/lanyard. In addition, support equipment dispatched to the flightline with a padlock/key,

will also have the padlock and keys etched with the appropriate equipment identification number or serial number.

10.5.10. **(Added)** Power cutting and machine tools made of hardened steel (e.g., rotary files, machine dies, tap and die sets, etc.) that could break when etched, do not require etching. However, keep these items in a container or block to identify the noun and quantity of items. The CTK listing will identify the size, kind or design.

10.5.11. **(Added)** Control TO and checklists assigned to a CTK as a tool. Annotate CTK number on the binder label.

10.8.1.1. If the person identifying the missing item/tool is working around or on the variable ramps, and the item/tool is not found after completing a search, the individual will place a Red "X" in the AFTO Form 781 stating the variable ramp or ramps require an NDI inspection for possible lost item/tool. When it is suspected the item/tool has fallen into an inaccessible or unobservable aircraft area, use borescope equipment to locate the lost tool/item. If the item/tool still is not found, consult NDI personnel to determine if a NDI inspection will help locate the missing tool/item.

10.8.1.2. When a tool/object is suspected lost in a cockpit, conduct a search prior to removing the seat(s); e.g., raise seat(s) electrically, vacuum cockpit, raise seat(s) to the maintenance position, borescope, etc. Remove the seat survival kit, kick panels, console instrument and other components as necessary to facilitate the search.

11.2. Maintenance Supply Liaison (MSL) Section will:

11.2.1. **(Added)** Request 366 MXG/CC (or person designated to chair meeting) to identify the top MICAP concerns during the morning/afternoon Maintenance Production meeting. MSL will aggressively work the identified MICAPs and provide status within 24 hours. The top MICAP concerns will be color-coded in red and not worked by AMU supply personnel.

11.2.2. **(Added)** Interface daily with the SCOG on mission critical issues or concerns presented by 366 MXG/CC or designated meeting chairperson.

11.2.3. **(Added)** Elevate mission critical issues to 366 LRS/CC requiring higher level SCOG involvement.

11.2.4. **(Added)** Coordinate with 366 LRS Distribution Element on FedEx or DHL customs and/or shipment concerns identified by 366 MXG/CC or designee.

11.2.5. **(Added)** Provide training to AMU and backshop supply personnel on Logistics Web-Based tools; e.g., Supply Management Analysis Report Tool (SMART), DOD EMAIL, Asset Visibility (AV), and Enterprise Solution-Supply (ES-S).

11.2.6. **(Added)** Coordinate with 366 LRS Distribution Element (when required) to attend Maintenance Production meeting or weekly Wing Stand-up to brief any transportation issues that are causing parts delays.

11.2.7. **(Added)** Manage Maintenance Green Sheet requests with an email/or fax to SCOG. MSL will brief status of Green Sheet requests at morning/afternoon Maintenance Production meetings.

11.3.2. (Added) AMU/Backshop Supply will:

11.3.2.1. **(Added)** Update and maintain current MICAP status (EDD, ESD, tracking number information and comments) on MICAP status boards when not updated by SCOG. *AMU/Backshop supply personnel will not update status on “top MICAP concern items” color coded in RED.*

11.3.2.2. **(Added)** Validate and update aircraft tail numbers on all Urgency Justification Code (UJC) 1A/JA MICAPs daily.

11.3.2.3. **(Added)** Brief daily DIFM status (ETIC) on parts taken to backshops for repair to support “Memo” MICAPs.

11.3.2.4. **(Added)** Review MICAP cause codes A and B for XB/XD/XF items on the D04, Daily Document Register. Determine if adding items to Bench Stock or submission on an AF Form 1996 is warranted or not.

11.3.2.5. **(Added)** Notify maintenance production superintendents on whether a MICAP is “Memo” or “Firm” to ensure accurate reporting of aircraft Non-Mission Capable-Supply “S” time.

11.3.2.6. **(Added)** Submit AF Form 1996 to MSL to enhance on the shelf spares support.

11.3.2.7. **(Added)** Identify and Elevate any concerns or difficulties in obtaining MICAP status from SCOG to MSL.

11.3.2.8. **(Added)** Ensure Maintenance Turn-arounds (TRN) are processed on items repaired and reinstalled on acft when no turn-in action is processed through supply.

11.3.2.9. **(Added)** Check on back shop repair status of assets AWP. Determine if AWP bit and piece upgrade to MICAP or request for NRTS 4 action is warranted.

12.2.2.1. WS will coordinate aircraft/training requirements with AMUs, establish training shift schedules and forward training schedules to MOS PS&D for publication in the weekly and monthly flying and maintenance schedules by the 17th of each month.

12.17. **Transient Aircraft Responsibilities.** The MXG/CC authorizes the Loading Standardization Crew(s) and Lead Crew(s) to dearm/arm and download munitions on any IDANG/Hill AFB aircraft that lands at Mountain Home AFB provided appropriate technical data and support equipment are available.

14.4.1. OPR of the installed and uninstalled aircraft/engine intake/inlet/exhaust training and certification program is the MTF.

14.6.3.1.1.1. The Wing Avionics Manager (WAM) will be the ASIP project officer. Each AMU will appoint a primary and alternate ASIP monitor and forward a copy of the appointment letter to the group ASIP project officer (WAM).

14.6.3.1.2. AMU OIC/NCOICs will appoint deployed ASIP monitors if the appointed primary/alternate AMU monitors do not deploy with the unit.

14.6.3.1.3.1. AMU debrief sections will bundle and send all automated debrief (IAT) bundles to OC-ALC/WR-ALC via email at the end of the duty day, but no later than the following duty day.

14.6.3.1.3.2. **(Added)** AMU ASIP monitors will inspect and track ASIP-equipped aircraft weekly for system fault latches, and monitor percentage of remaining usable tape/data cartridge system memory.

14.6.3.1.3.3. **(Added)** AMU ASIP monitors will maintain a program book to document ASIP maintenance actions if IMDS is not available, and update IMDS upon return to home station to reflect maintenance actions accomplished during deployment. The program book will include all ASIP maintenance actions, monthly reports, training documentation and up-to-date monitor letters.

14.6.3.1.3.4. **(Added)** F-15 ASIP monitors will ensure replacement Signal Data Recording System (SDRS) tapes are ordered when installed tapes are within 3 hours of end.

14.6.3.1.3.5. **(Added)** AMU ASIP monitors will ensure replacement Signal Flight Data Recorder (SFDR) data cartridges are ordered when malfunctions exist.

14.6.3.1.3.1. ASIP monitors will submit monthly ASIP status reports to group ASIP project officer (WAM) NLT the 5th duty day of each month. Data cartridges must be downloaded, the information bundled and sent off to OC-ALC/WR-ALC. Courtesy copy Wing Avionics Manager (WAM) office when bundles are sent off. Ensure debriefing section has accurate counter display unit serial numbers for aircraft.

14.6.3.1.4. Use AFTO Form 239, *F-15 Flight Log and Exceedance Counter Data Record*, only as a backup, or for deployed aircraft. Enter AFTO Form 239 data into CFRS/IMIS, in chronological order, upon return to home station.

14.6.3.1.6. AMUs will develop an ASIP training program. Incorporate training into initial and annual block training programs for maintenance technicians. Training will be documented using the block training course code on IMDS. AMU ASIP monitors will provide OJT to individuals who change tapes and debrief personnel on their responsibilities. F-15 specialist section chiefs and ASIP monitor will review usage data reports published by WR-ALC/LFE, and incorporate pertinent data into the AMU's training program.

14.6.3.1.7. USAF ensures a placard identifying ASIP recorder-equipped aircraft is placed on the front cover of aircraft forms.

14.8.5. Each CANN aircraft will have an identified dock chief or CANN manager who is highly qualified and assigned as a full-time dock chief.

14.8.1.1. **(Added)** CANN Enhancement Program is designed to utilize time an aircraft is down for CANN by scheduling PM and inspecting known problem areas that might require substantial maintenance. Accomplished by performing aircraft inspections as set forth in CANN enhancement Job Standard (JST) 91060/F-15E. Comply with JST during first 10 days of CANN cycle.

14.8.1.2. **(Added)** Use the following criteria when selecting a CANN aircraft:

14.8.1.2.1. **(Added)** Should be close to midpoint of the current hourly phase cycle in order to take full advantage of the CANN Enhancement Program.

14.8.1.2.2. **(Added)** Schedule major inspections/time changes due or coming due; such as gun inspections, egress time changes, TCTOs, or engine time changes/inspections in concurrence with CANN.

14.8.1.2.3. **(Added)** Publish projected CANN aircraft in the monthly schedule. P&S will work closely with lead production supervisor to develop long-range CANN aircraft plans. This will include CANN aircraft projections for the current month, plus 3 months into the future. P&S Section will use a computer-generated product to monitor Phase vs. CANN tracking.

14.8.1.3. **(Added)** CANN dock chief will:

14.8.1.3.1. **(Added)** Oversee and assist on maintenance performed on CANN aircraft.

14.8.1.3.2. **(Added)** Initiate JST in IMDS for aircraft being entered into CANN enhancement, and ensure applicable maintenance items are accomplished.

14.8.1.3.3. **(Added)** Ensure a pre-dock aircraft forms review is performed utilizing the same procedures as a phase pre-dock forms review.

14.8.1.3.4. **(Added)** Coordinate delayed discrepancies requiring work at the pre-dock with CANN dock chief/manager.

14.8.1.3.5. **(Added)** Accomplish 7-day forms document reviews.

14.8.1.3.6. **(Added)** Attend daily AMU maintenance meeting and be aware of aircraft status.

14.8.1.3.7. **(Added)** Set priorities with production supervisor for programmed weapons and avionics CANN enhancement maintenance.

14.8.1.3.8. **(Added)** Coordinate CANN actions with production supervisor.

14.8.1.3.9. **(Added)** Emphasize on-the-spot documentation of components removed for red ball maintenance is mandatory.

14.8.1.3.10. **(Added)** CANN Rebuild Procedures. CANN dock chief will produce a rebuild tracking sheet detailing rebuild requirements and timeline, and brief progress to lead production supervisor and AMU supervision at the daily production meeting.

14.8.1.4. **(Added)** Dedicated crew chief and assistant dedicated crew chief for aircraft entering CANN should accompany their aircraft for the entire CANN cycle, and work directly with CANN dock chief.

14.8.1.4.1. **(Added)** Either the dedicated crew chief or the assistant will work swing shift as the CANN dock chief and will receive a complete turnover at shift change.

14.8.1.4.2. **(Added)** Dedicated crew chief and the assistant will report to CANN dock chief NLT close of business Friday prior to aircraft entering CANN status to receive appointed shift hours.

14.8.1.5. **(Added)** Jet Engine and Engine Component Cannibalization Policy:

14.8.1.5.1. **(Added)** Annotate all CANN actions in the Propulsion Flight Cannibalization Log located in JEIM section.

14.8.1.5.2. **(Added)** Organization initiating CANN action will run the due-out with delivery destination Jet , Tex code M, UJC 1M, serial number E, the year, last four of engine number (e.g., E721084), and engine SRD.

14.8.1.5.3. **(Added)** DIFM detail is the organization cannibalizing the part responsibility (e.g., flightline) which can be changed on Standard Base Supply System (SBSS) screen 072.

14.8.1.5.4. **(Added)** Cannibalizing organization will bring a MICAP Asset Sourcing System (MASS) document number inquiry printout, an IMDS screen 347 printout, and an AF Form 2005 to JEIM supervision leader for verification.

14.8.1.5.5. **(Added)** Cannibalizing organization and JEIM supervision leader will jointly log the information in the Material Support Section.

14.8.1.5.6. **(Added)** Cannibalizing organization is responsible to ensure the above items are complete prior to picking up the part from Propulsion Flight. Accomplish procedures on all duty shifts.

14.10.5.5.1. Crashed, Damaged or Disabled Aircraft Repair (CDDAR). Refer to MHAFB Instruction 21-102, *Crashed Damaged or Disabled Aircraft Repair*, for specific duties and responsibilities.

14.13.6. Team composition will include: Team Chief – SSgt (civilian equivalent) or above; fire guard/assistant; and weapons personnel.

14.13.6.1. EOR team chief will ensure light carts are used during hours of darkness. Lights will be positioned to prevent blinding aircrew.

14.13.6.1.1. **(Added)** EOR emergency procedures are outlined in LCL 366 FW-10-10, *EOR Hung Ordinance Checklist*.

14.13.6.3. **(Added)** Each AMU will provide personnel to safely perform arm/dearm EOR procedures as required by MDS technical orders. Each AMU TAMS/APG sections will provide three qualified 2A3X3 (civilian equivalent) personnel with one being of the grade of SSgt (civilian equivalent). At least one member must be at least a 5-level SrA (civilian equivalent) with a minimum of 6 months MDS experience. Each AMU weapons sections will provide four qualified 2W1X1 (civilian equivalent) EOR personnel. Additionally, two of the three weapons members must be fully checklist-certified weapons load crew and one member must be aircraft marshal qualified.

14.13.6.4. **(Added)** All EOR personnel work directly for EOR supervisor, in the event the EOR supervisor has an appointment, leave etc., the AMUs will rotate supplying the position. All EOR personnel will report to EOR supervisor the day prior allowing the EOR supervisor to assign them their duties and times. APG and weapons section chiefs will provide names and numbers of all EOR personnel that will be assigned to EOR 1-week prior to EOR duties. If personnel have appointments they must be coordinated with the EOR supervisor. He/she will verify that the appointment will not compromise safe EOR operations. If personnel shortfalls are due to training, leaves or illness the affected AMU must ensure that person is replaced with a similarly qualified person as outlined in paragraph 1.. EOR crews need to be in-place 1 hour 30 minutes prior to first take-off.

14.13.10. **(Added)** AMUs will establish dispatchable CTKs for EOR following published procedures. Manage these CTKs similar to other CTKs (i.e., turned in every shift). If chocks are not part of the CTK, AMUs will ensure procedures exist so the chocks are not left at the EOR.

14.13.11. **(Added)** Upon end of the flying day, EOR team chief will contact MOC to verify if other wing aircraft are down. If flying for the wing is concluded for the day, EOR team chief will ensure proper storage of fire bottles and call for AGE pick-up. Complete AGE and fire bottle pick up as soon as possible to avoid potential hazards to taxing aircraft, especially transient

aircraft. Place AGE no more than 3 hours before or after aircraft arrival/departure. During wing flying operations, make every effort to ensure AGE/fire bottles in the EOR are removed from areas which violate aircraft clearance requirements for normal operating routes (marked yellow taxi lanes or taxiways).

14.15.6. Individuals requiring installed engine run recertification will complete the emergency and general procedures test administered by 366 MOS/MXOTD (Maintenance Training Flight) Upon successful completion of the test, 366 MOS/MXOTD will provide the individual with an AF Form 2426 to be annotated by squadron appointed engine run certifier within 10-duty days. Engine run certifier will observe and evaluate the individual's performance on an engine run, start to shutdown, and upon completion sign the AF Form 2426 and instruct the individual to return it to 366 MOS/MXOTM for update in IMDS.

14.15.8.2. Initiate decertification action through work center supervisor anytime an individual is identified not demonstrating proficiency IAW established procedures. Channel recommendations for decertification through the squadron maintenance officer/superintendent for action. Initiate decertification action on an AF Form 2426, with one copy forwarded to 366 MOS/MXOT (Maintenance Training Flight) for updating in IMDS. Additionally, send a copy to MOC informing them of the decertification.

14.15.15.5. Individuals requiring uninstalled engine run recertification will complete the emergency and general procedures test administered by 366 MOS/MXOTD. Upon successful completion of the test, 366 MOS/MXOTD will provide the individual with an AF Form 2426 to be annotated by squadron appointed engine run certifier within 10-duty days. Engine run certifier will observe and evaluate the individual's performance on an engine run, start to shutdown, and upon completion sign the AF Form 2426, and instruct the individual to return it to 366 MOS/MXOTM (Maintenance Training Flight) for update in IMDS.

14.15.15.6. Decertification/Lack of Proficiency. Initiate decertification action through work center supervisor anytime an individual is identified not demonstrating proficiency IAW established procedures.

14.15.15.6.1. Initiate decertification action on an AF Form 2426, with one copy forwarded to 366 MOS/MXOT for updating in IMDS. Additionally, send a copy to MOC, and applicable squadron supervision informing them of the decertification.

14.17.2. Keep the number of people authorized to perform borescope inspections to a minimum, and approved by maintenance supervision.

14.17.3. MTF will incorporate use of rigid and video/stereo borescopes in this training.

14.17.8. Prior to annual recertification, borescope qualified individuals will participate in refresher training. Refresher training will consist of classroom discussion; to include, TO usage, TO changes, and operational supplements, risk mitigation through scheduled borescope inspection, and equipment usage, including handling and storage. Practical performance evaluation will consist of demonstrating the ability to perform complex hot section and turbine borescope inspections, and the ability to perform damage assessment to an authorized certifying official.

14.19.2.3. Keep intake covers installed except when access to inlets/adjoining areas are required. Insert-type intake plugs will have remove before flight streamers and connecting lanyards attached with a non-metallic, soft type material. When conducting maintenance/training on upper fuselage surfaces in and around F-15 ramp area, seal or cover openings and install engine intake covers.

14.19.2.4. The use of training Mission Oriented Protective Posture (MOPP) gear in place of a bunny suit is not authorized. Personnel will remove all chemical training gear and don pocketless coveralls and applicable booties to perform necessary intake and/or exhaust inspections

14.19.2.6. Articles of clothing (coats, shirts, gloves, etc.) will be properly fitted and secured. Secure/stow personal items (pens, pencils, keys, etc.) within applicable engine operating danger areas. During inclement weather and/or winter months, do not allow cold weather hats to interfere with the ability to apply double hearing protection when required. Security Forces beret with metal insignia will not be worn on the flightline. Secure badges and passes to prevent foreign object (FO) hazard.

14.19.2.9. EMS will develop and standardize procedures for engine intake structural maintenance. Use these procedures to train assigned structural repair technicians. Annotate training in individual's training record.

14.19.2.9.1. Account for replaced rivets by saving stems of those removed. Numbers should be equal. Indicate number of rivets replaced in the "corrective action" block of aircraft forms. Seal removed stems in a plastic bag and attach an AFTO Form 350 indicating JCN, aircraft tail number and date performed. Retain the AFTO Form 350 with the attached bag at the shop/flight for at least 90 days.

14.19.2.9.2. **(Added)** Units will maintain positive control of bench stocks within their respective supply/support sections. Issue bench stock supplies out by supply/support personnel as needed. Only grant maintenance personnel direct access to bench stock supplies on a case-by-case basis with approval by the supply/support shift supervisor. Work centers having bench stocks with no dedicated support/supply section, will limit access to flight assigned bench stock monitors.

14.19.2.10. CTK custodians will maintain strict accountability procedures for issue of rags used during on-equipment (aircraft, engines) and off-equipment maintenance. CTK custodians will determine the number of rags to be placed in pre-packaged containers.

14.19.2.11. During daylight hours, accomplish a minimum of one daily FOD walk for assigned ramp, hangar(s), hangar apron, and flightline access road. Additional FOD walk will be completed around aircraft prior to engine start. Accomplish the first FOD walk of the day for AMUs prior to first aircraft taxi when daylight permits. When takeoff times are scheduled within 1 1/2 hours of sunrise, the following procedures apply: 3 hours prior to scheduled take off time, utilize a FOD Boss Rapid Response Sweeper on all parking ramp and taxiway surfaces that is reachable while maintaining proper flightline vehicle operation procedures. Launch crew personnel will perform a thorough FOD walk around aircraft and parking spot as soon as sufficient light becomes available, but prior to engine start. After last aircraft for the first scheduled go taxied, all personnel fall in for a formal FOD walk. Utilize FOD Boss Sweepers and/or other FOD removal equipment to supplement FOD walks when available. Personnel who

perform duties in buildings adjacent to flightline access road will police surrounding side of their buildings, including parking lots and flightline access road, at least once daily. FOD monitor will publish and distribute guidelines for accomplishment of wing FOD walks, and arrange for required equipment and supplies. EOR crew performs FOD sweeps of EOR area and adjacent taxiway(s) before first flight of the day.

14.19.2.17. Driving on the asphalt along the edges of the runway and taxiways is prohibited; the only exceptions are vehicles responding to emergencies, those necessary to perform RWR checks and those moving out of the way of taxiing aircraft.

14.19.2.20. Equip flightline maintenance vehicles with a flashlight and FO extractor. Etch/identify each item with the vehicle identification number (VIN). Document each item on the appropriate vehicle inspection AF Forms 1800 and or AF Form 1806, *Operators Inspection Guide and Trouble Report*. Vehicles requiring a fire extinguisher, annotate the fire extinguisher on the vehicle forms and checked daily for serviceability. Attach pintle hook pins with a lanyard or chain to the pintle assembly. Only remove pins from pintle when opening pintle hook. Stow pins in the pintle all other times. Keep vehicles used on the flightline clean and free of trash and debris. Vehicle operators are responsible for ensuring vehicles are clean and a FO container is aboard at all times. Clean magnetic bars at the beginning of each shift and checked in conjunction with tire checks.

14.19.2.22. Radiographic inspections (X-ray) of the F-15 variable ramp area are required:

14.19.2.22.1. **(Added)** After maintenance/disassembly of components, such as variable ramp actuator removal and replacement or variable ramp removal and reinstallation. X-ray shoots will include two film exposures, sections forward and aft of variable ramp area where work was performed. Full ramp X-rays including shots 7-29 are required after each phase inspection. No additional X-rays are required when panels are removed for the sole purpose of removing FO (provided FO is identified as allowable/retrieved) or after panel removal and reinstallation provided no maintenance is accomplished while panel is off and all original panel fasteners are accounted for.

14.19.2.22.2. **(Added)** Following programmed depot maintenance, if no X-ray films are provided upon aircraft return.

14.19.2.22.3. **(Added)** When an object is lost within variable ramp areas and cannot be found by visual inspection.

14.19.2.22.4. **(Added)** After major modifications of the variable ramp, provided maintenance is performed in an accessible area.

14.19.2.22.5. **(Added)** Perform required variable ramp X-ray inspections as the last phase of ramp maintenance. Complete and document all maintenance actions forward of the front bulkhead, located under panel 56 on the left and right side of the aircraft, in the AFTO Form 781A (will only be in IMDS for formless phase) prior to performing X-ray inspection. The only other exceptions are panels 3L/R, 6L/R, 10L/R, 15 and radome. Production supervisor will ensure AFTO Form 781A is documented, identifying maintenance actions performed prior to scheduling X-ray.

14.19.2.22.5.1. **(Added)** Enter a separate Red Dash (-) for NDI due in AFTO Form 781A prior to X-ray inspection. NDI personnel will sign Red (-) entry after results of inspection are known.

14.19.2.22.5.2. **(Added)** NDI personnel will mark the location of FO in the variable ramp on the film, or annotate the computer image (when using digital X-ray processing equipment).

14.19.2.22.5.3. **(Added)** If FO is identified by NDI, a qualified 7-level maintenance technician on the SCR, will determine if FO is allowable IAW applicable TO. **Note:** NDI will put Red X entries in the AFTO Forms 781A for FO identified by film number discovered during X-ray (*EXAMPLE:* 4 pieces in shot 6).

14.19.2.22.5.4. **(Added)** Do not move aircraft from X-ray site until FO is removed or verified as safe for flight.

14.19.2.22.5.5. **(Added)** The individual who retrieves FO, will sign the "corrected by" block on the AFTO Form 781A, and a qualified technician on the SCR will clear the AFTO Form 781A discrepancy by signing the "inspected by" block on the AFTO Form 781A.

14.19.2.22.5.6. **(Added)** Tape retrieved FO to the X-ray film, and a qualified 7-level maintenance technician or equivalent will verify all FO retrieved matches FO on the X-ray film or within the digital file (for the digital processing system).

14.19.2.22.5.7. **(Added)** A 7-level technician or higher will perform a last-chance FO inspection of area prior to variable ramp area panel installation.

14.19.2.22.5.8. **(Added)** Return X-rays to NDI Lab within 48 hours for future reference.

14.19.2.22.5.9. **(Added)** If FO is found during X-ray of variable ramps, R&R shop will assist with disassembly, reassembly and operational checks of the variable ramp (if required).

14.19.2.24. Prior to installed engine runs in Hush House or on Trim Pad, engine run supervisor will accomplish an Aircraft Engine Run Trim Pad Worksheet. For installed engine runs in the Hush House, engine run supervisor will complete Hush House pre/post run checklist maintained by Propulsion Flight. Insert the applicable worksheet into aircraft AFTO Form 781A adjacent to the discrepancy requiring engine run. Remove worksheet from the forms along with the AFTO Form 781A set upon transcription. File worksheet with the pulled AF Forms 781A in the aircraft jacket file. Disposition is the same as pulled AFTO Form 781A.

14.19.2.24.6. Personnel using trim pads, hush house, EOR and hot cargo pad will ensure areas are free of FO before and after each use. Each using organization is responsible for ensuring areas are FO free. Upon completion of maintenance, remove all debris such as rags, hardware, safety wire, etc., from work area. Do not use drip pans as FO containers. Remove debris from fuel bowser drain screens after each use.

14.19.3.3. **(Added)** 366 OSS/OSAA (Airfield Management) personnel will inspect active runway, taxiway, cargo pad, trim pads daily for cleanliness and serviceability, and direct sweeper operation as required. 366 OSS/OSAA chief will ensure an effective plan for runway and taxiway sweeping and vacuuming is in effect. This plan will account for routine and unusual circumstances (e.g., response time and availability for scheduled night and weekend flying and wing exercises). Review plan yearly to accommodate changes in airfield conditions.

14.19.3.4. **(Added)** 366 MOS/MXOT (Maintenance Training Flight) will conduct FOD training during initial maintenance orientation. Wing FOD Prevention Monitor will ensure

newly assigned individuals receive a comprehensive FOD briefing. Work center supervisors will ensure annual recurring FOD training is completed during Block II training.

14.19.3.5. **(Added)** Maintenance organizations will maintain a FOD awareness bulletin board in a visible area. The board may include photos, recent FOD incidents, FOD standards, current FOD rates, examples of FOD, etc. The board will include the FOD placard and appointment letters. Purpose of the board is to keep technicians informed on how the wing is accomplishing FOD prevention and allows personnel to compare FOD rates. Maintain a FOD (and Dropped Object, as applicable) continuity book is required by designated monitors. Continuity book will contain the following items: index, appointment letter, monitor's responsibilities, awards program, lost tool procedures, blade blend worksheet, and FOD training guide.

14.19.3.5.1. **(Added)** Submit nominations for 366 FW FOD Fighter of the Month and FOD Poster of the Month by the 25th of each month. Enter nominations received after the 25th for the following month. Submit FOD posters on an 8 1/2 x 11-inch sheet of paper, saved as a .jpg file, or in a Power Point format. Monthly winners will automatically be entered in the quarterly competition.

14.19.4.4. MTF will include fastener awareness training into annual recurring block training. Place emphasis on hardware control, proper selection and installation and aircraft panel fasteners and critical panels forward of the intakes. Wing FOD NCO will review and approve training curriculum.

14.19.4.6. Borescope qualified personnel will input corrective actions into IMDS history; e.g., "three nicks, second stage fan blades within serviceable limits IAW applicable TO. "366 CMS engine shop personnel will notify Wing FOD Monitor as soon as damage is discovered to an engine during in-shop maintenance.

14.19.4.6.1. **(Added)** When scheduled/unscheduled borescope inspections are performed, complete a CAF Form 314, F-100 Borescope Inspection, by the technician performing the inspection. Forward a copy of the completed CAF Form 314 to EMB for filing in engine historical records. EMB will keep the most recent copy of the engine borescope sheet. When FOD damage to an installed engine is confirmed to be out of repairable limits, AMUs will contact engine backshop to validate damage and coordinate engine removal. To aid in clarification/investigation of the defect, the CAF Form 314 documented by AMU will accompany the engine to backshop. Engine backshop will perform a receiving inspection to the affected engine, channeling FOD related findings through the Wing FOD Monitor. On the back of the CAF Form 314, document damage out of repairable limits, to include replacement costs. Complete the CAF Form 314 within 12 duty hours and forward to Wing FOD Monitor for use in an investigation of the incident. If initial damage estimate is more than \$17,000, 366 CMS/MXMP (Propulsion Section) has 48 duty hours from receipt of mishap engine (ME), to insert ME in the maintenance flow with top priority refer to (CS-22) on the QA webpage.

14.19.4.6.2. **(Added)** When engine FOD is discovered and blade blending is accomplished, AMU FOD prevention monitors will ensure a Blade Blending Report Worksheet, (CS-22), is completed and all procedures followed correctly. Once completed, keep the FOD worksheet in the FOD prevention monitor's continuity book and forward a copy to 366 MOS/MXOOE (Engine Management). 366 MOS/MXOOE will update engine records and destroy worksheet when no longer needed (destroy IAW appropriate tables and rules identified in AFRIMS).

14.19.4.8. **(Added)** Wing FOD Prevention Monitor will maintain a FOD Incentive Program as a means to further increase FOD awareness throughout the wing. Use the program to recognize individuals for exceptional performance in FOD prevention/awareness. The following awards are available: Monthly/Quarterly FOD Fighter Award, Monthly/Quarterly FOD Poster Award, and the Golden Bolt Award.

14.19.4.9. **(Added)** During FOD meetings, Wing FOD Monitor will present special interest items (SII). Airfield manager (when available) will present briefings on ramp repairs, upcoming contracts and hazardous areas.

14.19.5.1. Notification procedures for FOD incidents (aircraft and engines): Discovering agency notifies MOC. MOC will immediately report available information to QA, Wing FOD Monitor, 366 FW/CP (Command Post), and 366 FW/SE (Safety). Wing FOD Monitor will advise 366 FW/CV, 366 MXG/CC, and 366 OG/CC of all final investigations/reports that are preventable and non-preventable FOD incidents.

14.19.5.8. On deployments where aircraft and maintenance personnel are deployed, QA will represent the Wing FOD Monitor. On deployments where no QA person is required, the senior deploying maintainer will appoint a FOD monitor (typically the senior engine specialist). In either case, the individual will report to the Wing FOD Monitor for a FOD briefing prior to deployment.

14.19.6. In addition to those listed in AFI 21-101, the following organizations will have proper representation: 366 AMXS, 366 EMS, 366 CMS, 366 MOS supervision, 389, 391 and 428 AMUs, QA and assigned squadron and AMU FOD monitors or representative. Meeting will convene each fiscal quarter, or as directed by 366 FW/CV. Meeting will take place in the wing conference room.

14.20.1. When an aircraft/equipment component or LRU is changed to correct a repeat/recur discrepancy, the activity effecting the removal must annotate "repeat" or "recur" in the discrepancy block of AFTO Form 350.

14.22.3. AMUs will convene a meeting on the first day an aircraft enters Hangar Queen status to establish a recovery plan. Brief maintenance and supply status for Hangar Queen aircraft daily at the Health of the Fleet meeting. Include cannibalization actions taken.

14.22.3.4. **(Added)** A forms documentation review is required every 7 days for Hangar Queen aircraft. This includes reconciliation with IMDS.

14.22.7. Forms review will be done after ER has been completed.

14.23.3.2.3. QA is the OPR for Hot Refueling for the 366th Fighter Wing (366 FW).

14.23.10.2. Hot pit refueling supervisor will comply with requirements in LCL 366 FW-10-24, *Hot Pit Refuel Checklist*.

14.28.1. Group program manager will establish policy to ensure program goals are met. If possible, formulate a process to optimize joint use of equipment/personnel, schedule a standard day for operational checks, standardize testing locations, etc. Accomplish this process in conjunction with MODE IV Program (refer to AFI 21-101).

14.28.1.2. Perform checks on aircraft prior to first sortie of the day, and on contingency and Phase II exercise sorties. Mode IV/C checks will include PH I sorties. When an aircraft is found

to have a malfunctioning RWR system, aircraft commander determines course of action based on operational needs and requirements.

14.28.1.3. Comply RWR testing with using the Improved Radar Simulator Checkout found in TO 99-11-04,/99-00-01, and LCL 366 FW-20-10, *Radar Warning Receiver Checklist*. Conduct RWR Pre-launch checks at least once a week, or at the direction of the MXG RWR/RTHW Program manager (Avionics Manager).

14.28.1.3.2. **(Added)** Accomplish RWR testing every Thursday prior to first sortie of the day. If for any reason testing cannot be accomplished on Thursday, accomplish the testing make up day the following week, not to include the next Thursday scheduled testing. Primary location of testing, when active runway is 12, will be on taxiway just west of the North Hush House. When runway 30 is active, the test site will be on taxiway adjacent to the South Hush House. **(Note:** "Depending on weather conditions, RWR traps will be set up to cover the active runway end. When setting up RWR trap checks, the tasked AMU's specialist section chief will notify 366 OSS/OSAA 1 week in advance in order to publish the appropriate safety NOTAM/airfield restrictions as required.")

14.28.1.3.3. **(Added)** Do not leave light carts unattended on Ramp or Taxiway. If test site is on the taxiway, and large aircraft (B-1, KC-135, C-130, C-141, C-5, C-17, etc.) must pass, users will move light carts off the pavement far enough to provide a minimum 15 feet wing tip clearance. Light carts moved off the pavement will have their tires checked for FO once rolled back onto the pavement.

14.28.1.3.4. **(Added)** Pre-launch RWR roll-through team will consist of one task-qualified and marshal qualified team chief to supervise test. Duty will rotate once a month between the 389th and 391st AMUs. The 389th AMU months are Feb, Apr, Jun, Aug, Oct and Dec; the 391st AMU months are Jan, Mar, May, Jul, Sep and Nov. Each AMU will provide one technician to support RWR pre-launch checks. The scheduled AMU for that month should provide the team chief and at a minimum one technician. The team chief is responsible for displaying the correct symbols in the appropriate quadrants on the RWR board for aircrew to view. The team chief will make every effort to use the same AN-PLM-4/pulse boxes in the same quadrants on a consistent basis. Team chief will up-channel equipment issues/shortfalls regarding AN-PLM-4/pulse boxes to the equipment custodian and WAM office.

14.28.1.4. **(Added)** Testing and Reporting. Each AMU will appoint a RWR monitor. Send appointment letters to group RWR/RTWR manager, WAM, Squadron Electronic Combat Officers (ECO), or designated representative will serve as program monitor for operations. ECO or designated POCs will serve as liaison between maintenance RWR monitor and aircrews to coordinate RWR trap procedures and check presentations.

14.28.2. **(Added)** WAM will:

14.28.2.1. **(Added)** Coordinate with Electronic Warfare Officer on specific threats needed for pre-launch checks. WAM will pass on specific threats to tasked AMU and their team chief.

14.28.2.2. **(Added)** Act as operations POC on RWR programmatic issues.

14.28.2.3. **(Added)** Aircrew will notify RWR team with immediate feedback, via hand signals, prior to taxi out of test area. If result of check is bad, aircrew determines course of action based on operational needs and requirements.

14.28.2.4. **(Added)** Annotate standardized documentation of check in aircraft AFTO Forms 781A. Prior to ER by production super, each AMU will ensure a red dash write-up (RWR roll through test required) is in the forms for each aircraft on the flying schedule. After a successful test, pilot will sign off as "Test Complied With. No defects" in debrief. If discrepancies are discovered, write-up will be cleared as "Test complied with, defects noted. See Page____, Block____." If an aircraft does not fly, sign off as "Not required, aircraft did not fly IAW AFI 21-101." All discrepancies and corrective actions will be included in the monthly RWR report sent to WAM, who will maintain them for 1 year. Results of the check will include as a minimum: AMU, tail number, results (pass/fail) of checks for specific antennas, and specified time period. During PH I and PH II exercises at the end of the flying day, Team Chief is required to provide a daily report by 0800L to MOC to be picked by an Exercise Evaluation Team (EET) inspector or IG maintenance inspector during the ORI.

14.28.2.5. **(Added)** AMU RWR monitors will document aircraft RWR checks and forward the information prescribed in AFI 21-101 to group RWR manager (Avionics Manager) NLT the 5th duty day of each month.

14.30.2. RED BALL Procedures. Observe the following local policy:

14.30.2.1. Operational checks and tools inventory will be performed prior to aircraft taxi. If component removal or installation is required and it necessitates an operational check, the pilot may perform this function as long as all checks are completed IAW applicable job guides and signed off by the specialist working the system.

14.30.2.3. **(Added)** Expeditors will relay RED BALL information to MOC as soon as practical after notification.

14.30.2.4. **(Added)** Enter RED BALLs requiring maintenance action in the aircraft forms and MIS. Flightline expeditors take follow-up action to ensure entry in the forms and MIS.

14.30.2.5. **(Added)** Notify Aircraft Parts Store (APS) of the RED BALL condition if parts are ordered for affected aircraft.

14.37.1. The 366 MXG program manager (Avionics manager) will establish policy to ensure program goals are met. If possible, formulate a process to optimize joint use of equipment/personnel, schedule a standard day for operational checks, standardize testing locations, etc. Accomplish this process in conjunction with RWR/Radar Threat Warning Receiver (RTWR) program (refer to paragraph [14.28](#)).

14.37.1.4. After test, pilot will be given a physical "Thumbs up" or "Thumbs down" from the technician performing the test. If the pilot chooses to continue with flight with an inoperative system, debrief the discrepancy upon landing. Technicians performing the test will notify flightline expeditor/debrief to ensure discrepancy is documented.

14.37.1.4.1. **(Added)** Ensure aircraft forms reflect current Mode IV status (e.g., keyed, zeroed, key left in aircraft). AMUs will post appropriate (CS-36, 37, or 38) in aircraft AFTO Forms 781-series to document crypto information.

14.37.1.4.2. **(Added)** AMUs will document aircraft Mode IV checks/results as part of the monthly RWR report. Required information includes: aircraft tail number, date tested, test results, and repair actions for malfunctioning systems. Forward monthly results to avionics manager's office NLT the 5th duty day of the following month. 14.38.4.2. On F-15/E/SG aircraft, ensure engine oil serviced is annotated on AFTO Form 781J "Over-temp" block following the applicable "Oil Change" block for each engine. **(Note:** This is in addition to required documentation on the AFTO Form 781H). Also, annotate total oil serviced since last oil sample taken on DD Forms 2026 and the "Oil Added Since Last Sample" block before sending sample to OAP lab for analysis. Determine oil consumption limits are IAW applicable aircraft job guide. At the end of the flying period, annotate on AFTO Form 781J the daily total of oil serviced (obtained from SER column, block 16, "Servicing Data" of AFTO Form 781H). Annotate the total quantity of oil in each engine tank in the "Total" block (under oil level/serviced engine oil serviced) of AFTO Form 781J.

14.37.1.5. **(Added)** Each AMU will appoint a qualified avionics technician as AMU Mode IV Program monitor. Send appointment letters to the group IFF/Mode IV program manager.

14.38.5.1. Ensure OAP samples are taken after engine runs following fighter aircraft engine changes.

14.38.5.7. Coordinate system drain-and-flush actions with OAP lab. **(Note:** Do not perform drain-and-flush action to reduce or eliminate a wear metal trend reported by OAP lab). After servicing, run engine for 1 hour, take a sample at 30-minute intervals to reestablish wear metal trend. Document drain-and-flush actions in the "Remarks" section of DD Form 2026.

14.38.5.7.1. **(Added)** Notify OAP lab of all examinations, maintenance and repair actions resulting from OAP lab recommendations. Forward information via MHA FB Form 57, *Oil Analysis Recommendation and Feedback*, within 72 hours of completion. **(Note:** OAP lab requires feedback on grounding examinations and recommendations issued by OAP lab).

14.38.5.8. **(Added)** Ensure notification of propulsion flight and OAP lab when abnormal indications are identified on engine chip detectors.

14.38.6.3. Do not perform maintenance/additional runs on test cell engines until current OAP results are known.

14.38.9.4. Deliver "RED CAP" samples to OAP lab immediately. Clearly mark the words "RED CAP" in red on the sample bag and in remarks section of DD Form 2026. Do not operate equipment until results are known.

14.38.10. Take unprocessed oil samples along with the DD Forms 2026 to OAP lab on same day of aircraft return.

14.38.10.8. **(Added)** 366 CMS will provide OAP lab a list of spare engines slated for deployment.

14.38.11.3. Analyze samples from transient aircraft on a priority basis. Immediately notify MOC and transient aircraft's home station of suspect OAP results.

14.44. **(Added) F100-PW-220/229, F110-GE-129 Flightline Courtesy Run Policy.** A courtesy run is defined as an engine that will be operated on test cell only after Organizational Level maintenance tasks were performed, and will be returned directly back to the flight line.

Engine courtesy runs should only be considered when Organizational Level maintenance efforts fail to correct an engine or engine related anomaly and more in-depth troubleshooting beyond flightline capabilities is required to return an aircraft to service.

14.44.1. **(Added)** AMU supervision will coordinate all engine courtesy run requests with Propulsion Flight Supervision.

14.44.2. **(Added)** JEIM personnel will establish a courtesy run engine work folder and transfer the engine in and out of test cell gear.

14.44.2.1. **(Added)** Flightline troubleshooting and impoundment (if applicable) documentation will follow the engine to JEIM to be placed in the engine work package.

14.44.3. **(Added)** AMU personnel is responsible for all maintenance actions performed on the engine to include borescope inspections, pre and post engine run preparations, and serviceability inspections

14.44.3.1. **(Added)** AMU will provide an engine specialist to accompany the engine during all phases of testing and inspection to aid the correction of the discrepancy and receive training opportunities

14.44.4. **(Added)** Contact QA to perform an Engine Maintenance Under Courtesy Run Concept QVI using Organizational Level technical data inspection criteria

14.44.5. **(Added)** If at any time Intermediate Level Maintenance is necessary, induct the engine into JEIM immediately and issue a spare engine to the AMU if available.

14.45. **(Added) Flight Control Maintenance/Diagnostic Program.** This program defines procedures for systematic isolation of flight control discrepancies and anomalies for assigned F-15 aircraft. Utilize resources identified in this program as aides for other maintenance if desired, but is mandatory as described herein.

14.45.1. **(Added)** Procedures in this program apply to:

14.45.1.1. **(Added)** Aircraft impounded for un-commanded flight control inputs or departures from controlled flight.

14.45.1.2. **(Added)** Aircraft impounded for other flight control discrepancies.

14.45.2. **(Added)** When impoundment actions are taken, procedures in Chapter 9 apply. Additionally, impoundment officials will:

14.45.2.1. **(Added)** Review this instruction and its supplements prior to maintenance actions and follow appropriate checklists.

14.45.2.2. **(Added)** Appoint Flight Control Diagnostic Team (FCDT) members as soon as possible.

14.45.2.3. **(Added)** Conduct a meeting with FCDT and determine when and where aircraft will be worked and brief members on responsibilities. Impoundment Official (IO) will ensure FCDT maintains team integrity with a single shift operation, not to exceed 12 hours, until aircraft is released from impoundment. **(Note:** IO may authorize work be accomplished on opposite shifts, provided clear guidance is given to individuals performing the work).

14.45.2.4. **(Added)** Only work on the aircraft discrepancy that caused the flight control anomaly unless approved by IO.

14.45.2.5. **(Added)** Ensure maintenance actions and significant findings are documented in applicable Impoundment Log Book.

14.45.2.6. **(Added)** Coordinate with FCDT team chief on a daily basis concerning progress or completed maintenance actions, and brief progress of the impoundment at the daily AMU production meeting. At least weekly, brief status at the 366 MXG Health of the Fleet meeting.

14.45.2.7. **(Added)** Contact AFETS or QA for additional guidance and expertise as necessary.

14.45.2.8. **(Added)** IO may authorize non-FCDT personnel to assist in component removal/installation; however, these personnel will not perform rigging or functional checks.

14.45.2.9. **(Added)** Decisions to fly FCF or OCF on impounded aircraft for flight controls will comply with requirements in Chapter 8.

14.45.3. **(Added)** When FCDT is directed, team composition will be as follows:

14.45.3.1. **(Added)** Team Chief – SSgt or civilian equivalent, 5-level, 3 years airframe experience minimum. For discrepancies like mechanical faults, team chief will be from 366 EMS, R&R Section, AFSC 2A3X3 or civilian equivalent. For discrepancies avionics related, team chief will be from applicable AMU Specialist Section, 2A3X1. If it is not clear what system is faulty, impound authority/official will determine team chief AFSC. Team members must have attended FTD course for their respective AFSC. Red X authorization in respective AFSC desired, but not required.

14.45.3.2. **(Added)** Team members will consist of one R&R tech one Avionics tech, and one AMU crew chief, 5-Level, 3 years airframe experience minimum.

14.45.4. **(Added)** FCDT is responsible to the impoundment official or AMU OIC/NCOIC (for occasions when aircraft is not impounded). Team chief will:

14.45.4.1. **(Added)** Ensure a Flight Control Departure checklist, (CS-06), is used in conjunction with applicable fault isolation manual.

14.45.4.2. **(Added)** Ensure significant findings and actions are reviewed and plans formulated at the beginning of each shift.

14.45.4.3. **(Added)** Coordinate with maintenance back shops for status of LRU.

14.45.4.4. **(Added)** Properly document AFTO Forms 781-series entries and IMDS.

14.45.4.5. **(Added)** Ensure all parts removed from aircraft, deemed to have failed, or serviceability is undetermined, are held for exhibits and appropriate deficiency reports are accomplished.

14.45.4.6. **(Added)** Ensure Impoundment Log Book or (CS-30) is documented daily with all maintenance actions.

14.45.5. **(Added) Flight Control Procedures:**

14.45.5.1. **(Added)** Pro super will notify MOC and coordinate with 366 EMS to dispatch R&R technicians.

14.45.5.2. **(Added)** Attempt to meet aircraft with applicable specialists or be present at debriefing. AMU production super or impound official will make attempts to obtain a face-to-face discussion with pilot.

14.45.5.3. **(Added)** AMU debriefing sections will have adequate supply of Flight Control Debrief sheets, (CS-07), available and are responsible to ensure all aircraft debriefing flight control problems have the Flight Control Debrief sheet (or equivalent CFRS product, when available) filled out by the pilot. Give the debrief sheet to the impoundment official or pro super after completion.

14.45.5.4. **(Added)** If required for aircraft departure/suspected departure from flight, the pilot and FS/DO will review Heads Up Display (HUD) video tape to verify if fault was caused by the aircraft or if the occurrence was induced/causal from aircraft flight envelope or pilot input. Once it has been determined that an aircraft departed from flight, a full FCF profile will be required. Once aircraft passes the FCF profile, it will be flown as an OCF in the original configuration it departed in, to ensure aircraft is airworthy.

14.45.5.4.1. **(Added)** If disagreement arises over nature of the occurrence, AMU pro super will notify 366 AMXS Maintenance Supervision/Operations Officer to coordinate with appropriate agencies to resolve the issue.

14.45.5.5. **(Added)** AMU Debrief will enter discrepancy in MIS and aircraft forms after it is verified. If the discrepancy cannot be verified immediately (through debrief of pilot or pending tape review), enter the write-up on a RED Dash along with the statement "Pending Tape Review/Pilot Debrief." If write-up is later determined not be a valid discrepancy/aircraft induced departure, clear the write-up by the pilot as "Tape Reviewed/Pilot debriefed, no aircraft discrepancy exists IAW 1F-15E-1." If discrepancy is validated, clear the write-up as "Discrepancy verified by tape review/pilot debrief, entered on page____, block____," and then enter the original discrepancy on the next open block of AFTO Form 781A under a RED X.

14.45.5.6. **(Added)** Impound discrepancies verified/determined to be aircraft induced departure from controlled flight or un-commanded input. IO will form a FCDD. Team will follow guidelines/requirements in (CS-06 and CS-07).

14.45.5.6.1. **(Added)** AMU pro super will notify MOC for aircraft departures. MOC will run the checklists to notify appropriate agencies.

14.45.5.7. **(Added)** Maintain all check sheets utilized under this program in the aircraft jacket file for a minimum of 2 years. If an aircraft is impounded, the impoundment official will ensure PS&D receives the check sheets. If the aircraft is not impounded, team chief is responsible to meet this requirement.

16.1.12. **(Added)** AMU personnel will ensure a cockpit FO inspection and vacuum is accomplished upon each ejection seat removal, prior to installation, and documented in the aircraft 781A.

16.1.13. **(Added)** Forecasted egress explosives due time change will be identified by PS&D and verified through the Egress Section prior to being requisitioned through munitions supply. Items coming due will be requisitioned by PS&D and issued to the Egress Section the week prior to scheduled maintenance dates.

16.2.1. Hangars 198, 200, 201, 204, 205, 208, 211, 1329, 1331, 1333 and 1335 (Egress Section) are the approved locations for ejection seat maintenance, removals and installations. Raising of the ejection seat to the maintenance position in other than these locations **will not** be accomplished without 366 MXG CC/CD approval.

16.2.1.1. **(Added)** Egress personnel will not perform maintenance when an aircraft is on jacks. Egress Final Inspections may be accomplished. Egress/Flight Equipment components **will not** be removed.

16.3.2. A maximum of two personnel are authorized to ride in the vehicle cargo area while transporting explosives. Only the minimum essential personnel and limited quantities of HD 1.4 and 1.3 needed for mission accomplishment is transported together.

CHRISTOPHER M. SHORT, Colonel, USAF
Commander , 366th Fighter Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

MHAFBI 11-250 (FOUO), Airfield Operations and Base Flying Procedures, 10 May 2011

MHAFBI21-102, Crash, Damaged or Disabled Aircraft Recovery (CDDAR), 16 June 2009

MHAFBI21-167, Avionics Line Replaceable Unit (LRU), Bad Actor, Can Not Duplicate (CND), and Repeat/Recur Program, 19 July 2010

AFI 11-418, Operations Supervision, 21 October 2005 and the MHAFB Sup, 25 August 2010

LCL 366 FW-10-10, Hung Ordinance Checklist/Jammed Gun Emergency Action Procedures, 10 May 2011

LCL 366 FW-10-24, Hot Pit Refuel Supervisor Checklist, 8 August 2011

LCL 366 FW-20-10, Radar Warning Receiver Checklist, 15 August 2011

AFFORD 25-3, NATO and Allied Logistics Support, 2 March 1993

Prescribed Forms

MHAFB Form 57, Oil Analysis Recommendation and Feedback, 21 September 2011

Adopted Forms

AF Form 847, Recommendation for Change of Publication, 22 September 2009

AF Form 2692, Aircraft Missile Equipment Transfer/Shipping Listing, 1 May 1976

AFTO Form 239, F-15 Flight Log and Exceedance Counter Data Record (OCR), 1 July 1993

DD Form 2026, Oil Analysis Request, March 1999

CAF Form 140, CTK Inventory and Control Log, 1 April 2007

CAF Form 145, Lost Tool/Object Report, 1 April 2007

CAF Form 314, F-100 JEIM Borescope Inspection, 1 April 2007

Abbreviations and Acronyms

AF-Air Force

AFRIMS-Air Force Records Information Management System

APS-Aircraft Parts Store

ARI-Aileron Rudder Interconnect

ARMS-Aircrew Records Management System

BIT-Built-In Test

CP-Command Post (366 FW/CP)

CS-Check Sheet

DBM-Data Base Management
ECO-Electronic Combat Officer
EET-Exercise Evaluation Team
EIAP-Environmental Impact Analysis Process
EME-Engine Management Element
ETAM-Engine-To-Airframe Manifold
ETAR-Engineering Technical Assistance Request
FCDT-Flight Control Diagnostic Team
FW-Fighter Wing (366 FW)
HUD-Heads Up Display
IO-Impound Official
JDAM-Joint Direct Attack Munition
JFS-Jet Fuel Starter
LAU-Launcher Armament Unit
MAU-Miscellaneous Armament Unit
MASS-Micap Asset Sourcing System
ME-Mishap Engine
MFSOV-Main Fuel Shutoff Valve
MHAFB-Mountain Home AFB
MOPP-Mission Oriented Protective Posture
MXOOE-Engine Management (366 MOS/MXOOE)
MXOT-Maintenance Training Flight
MXOTD-Maintenance Training Flight
MXOTM-Maintenance Training Flight
NCOIC-Noncommissioned Officer In Charge
O&I-Organizational and Intermediate
OPREP-Operational Report
OSAA-Airfield Management (366 OSS/OSAA)
OSOL-Life Support (366 OSS/OSOL)
OSOS-Scheduling (366 OSS/OSOS)
PRA-Planning Requirement for Special Inspections and Time Changes
PRCA-Pitch Roll Channel Assembly

RTWR-Radar Threat Warning Receiver

SBSS-Standard Base Supply System

SDR-Signal Data Recorder

SE-Safety (366 FW/SE)

SFDR-Signal Flight Data Recorder

SDRS-Signal Data Recorder System

SMART-Supply Management Analysis Report Tool

SII-Special Interest Items

Sta-Station

WAM-Wing Avionics Manager

WCMD-Wind Corrected Munitions Dispenser

WS-Worksheet

WSS-Weapons Standardization Section

WTR-Workable TCTO Report

Attachment 16 (Added)**MANUAL JOB CONTROL NUMBERS**

Manual Job control numbers will only be used when IMDS is experiencing extended down time (more than 48 hours). Each unit will develop procedures to ensure numbers are assigned only once per Julian day. General purpose job control numbers are assigned to each aircraft by TAMS section chief, and are used to document aircraft servicing only.

IMDS:

Computer Assigned: 0001 - 2500

(Reserved): 2501 - 2674

366 MXG:

Quality Assurance: 3100 - 3124

AFREP: 3125 - 3149

Product Improvement: 3175 - 3199

366 MOS:

PS&D: 2675 - 2899

Analysis: 2900 - 2949

Engine Management Branch: 2950 - 3099

Training Flight: 3150 - 3174

366 AMXS:

389 AMU: 8100 - 8274

428 AMU: 8275 - 8549

391 AMU: 8600 - 8825

366 CMS:

366 CMS/MXMC (Accessory Flight)

Elect/Environmental: 4050 - 4099

Pneudraulics: 4100 - 4149

Egress: 4150 - 4199

Accessory Flight: 4200 - 4249

Fuel Shop: 4250 - 4299

(Reserved): 4300 - 4399

366 CMS/MXMD (TMDE)

TMDE: 4950 - 4999

(Reserved): 5000 - 5049

366 CMS/MXMP (Propulsion Flight)

Propulsion Flight: 5050 - 5399

366 CMS/MXMV (Avionics Flight)

F-15 Test Station: 4400 - 4499

366 EMS:

Sensors/LANTIRN : 4500 - 4599

Avionics Flight : 4600 - 4699

366 EMS/MXMG (AGE) Flight

(Reserved): 3200 - 3299

389 Team: 3300- 3349

428 Team: 3350- 3399

391 Team: 3400 - 3449

Support Section: 3450 - 3499

AGE Flight: 3500 - 3549

Support Staff: 3550 - 3599

(Reserved): 3600 - 3699

366 EMS/MXMR (Armament Flight)

389 CAST: 3750 - 3799

428 CAST: 3800 - 3849

391 CAST: 3850 - 3899

Armament Flight: 3900 - 3949

Support: 3950 - 3999

Alternate Mission Equipment (AME): 4000 - 4049

(Reserved): 3700 - 3749

366 EMS/MXMW (Munitions Flight)

Storage: 5400 - 5449

Flight Mobility: 5450 - 5499

Conventional Maintenance: 6100 - 6149

Accountability: 6150 - 6199

Control: 6200 - 6249

Munitions Flight: 6250 - 6299

Missile Maintenance: 6300 - 6349

Line Delivery: 6350 - 6399

Equipment Maintenance: 6400 - 6449

Inspection: 6450 - 6499

366 EMS/MXMT (Maintenance Flight)

Repair & Reclamation: 5500- 5549

Transient Alert: 5550 - 5599

Wheel and Tire: 5600 - 5649

Maintenance Flight: 5900 - 5949

Support Section: 5950 - 5999

F-15E HPO 1 Inspection section: A300 - A399

F-15E HPO 2 Inspection section: B300 - B399

F-15E PE Inspection section: C300 - C399

366 EMS/MXMF (Fabrication Flight)

Metals Tech: 5700 - 5749

Structural: 5750 - 5799

Corrosion: 5800 - 5849

NDI: 5850 - 5899

(Reserved): 6500 – 6999